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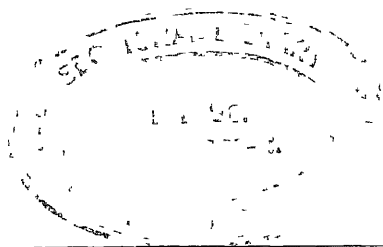
# ELECTRIC GENERATORS.

BY

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AND

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*[From a photograph by Elliott and Fry]*

DR JOHN HOPKINSON, F R S

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TO  
THE LATE DR JOHN HOPKINSON, F R S  
THE FOUNDER OF THE  
"SCIENCE OF DYNAMO DESIGN "





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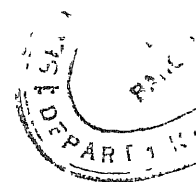
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## ERRATA

Page 1, line 9    *For* "in the metallic" *read* "in the magnetic"

Page 201, tenth line from bottom    *For* "Figs 190 to 193 " *read* "Figs 207 to 210 "

Page 230    *For* "Table LXIX " *read* "Table XLIX "

Page 255    *For* the page heading, "27 Horse-Power Geared Railway Motor," *read*  
"117 Horse-Power Railway Motor "

Page 296    *For* the title of Fig 372, *for* "Two-Circuit Winding" *read* "Six-Circuit Winding"

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## PREFACE.

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THE present volume is an amplification of the notes of a series of lectures, delivered first by Mr Parshall and continued by Mr Hobart, at the Massachusetts Institute of Technology, some six years ago. The original notes met with so cordial an appreciation from Lord Kelvin, the late Dr John Hopkinson and others, that the authors determined to follow out a suggestion made, and publish a book on the design of Electric Generators. The work of revising the original notes gradually led to the bringing together of an amount of material several times larger than was at first intended, and a comprehensive treatment of the subject prevented reducing this amount. In this form the work appeared as a series of articles in "ENGINEERING," during the years 1898 and 1899. The interest taken in the series, together with the fact that the experience of the Authors, covering as it does the period during which most of the modern types of machines have been developed, justifies the publication of the treatise, despite the present large number of books on the theory of commutating machines.

In dealing with the practice of designing, three sub-divisions can be finally made —

The first may be taken as relating to the design of the magnetic circuit. The classical papers of Doctors John and Edward Hopkinson have dealt with this subject so completely that there remains but little to be written, and this relates chiefly to the nature and properties of the different qualities of iron and steel which may be used in the construction of the magnetic circuit.

The second sub-division considers the phenomena of commutation and the study of dimensions, with a view to securing the greatest output

without diminishing the efficiency. The theory of commutation has become better understood since electrical engineers began to deal with alternating currents and to understand the effects of self-induction. However, owing to the number of variables affecting the final results, data obtained in practice must be the basis for the preparation of new designs. In this work will be found a statement of such results, and numerical values experimentally obtained from representative commutating machines. One familiar with the theory of commutation can, with comparative certainty, from the values and dimensions given, design machines with satisfactory commutating properties.

The third sub-division relates to what we have termed the "Thermal Limit of Output," that is, the maximum output with safe heating. It can be fairly said that while the theory of all the losses in a commutating dynamo are understood, yet, with the exception of the  $C^2 R$  losses, it is still a matter of practical experience to determine what relation the actual losses bear to what may be termed the predicted losses. It is invariably found that the iron losses are in excess of those which may be predicted from the tests made upon the material before construction. The hysteresis loss in the armature core is generally found to be greater, owing to the mechanical processes to which the material in the core has to be subjected during the process of construction. Owing, probably, in a large measure to a species of side magnetisation, the eddy-current loss is found to be greater than is indicated by calculations based upon the assumption of a distribution of magnetic lines parallel to the plane of the laminations. If the armature conductors are solid, the losses therein by Foucault currents may often be considerable, even in projection type armatures, especially when the projections are run at high densities. Under load losses, not including friction, there have to be considered the Foucault current loss in the conductors due to distortion, and the increased loss in the armature projections from hysteresis and eddy currents likewise due thereto. There is also the loss brought about by the reversal of the current in the armature coil under commutation. It is apparent, therefore, considering that each of these variables is dependent upon the form of

design, the material used, and the processes of construction, that only an approximate estimate as to the total loss can be made from the theoretical consideration of the constants. We believe, therefore, that these considerations will justify the length with which we have dealt with the thermal limit of output.

The various other sections give information which we have found indispensable in designing work. The General Electric Company of America, and the Union Elektrizitäts-Gesellschaft of Berlin, have kindly placed at our disposal the results of a large amount of technical experience, which have formed a very substantial addition to the results of our own work. We have endeavoured to show our appreciation of this liberal and, unfortunately rare, policy, by setting forth the conclusions at which it has enabled us to arrive, in a manner which we hope will render the work a thoroughly useful contribution to technical progress in dynamo design. Apart from the papers of the Hopkinsons, the treatise on *Dynamo Electric Machinery* by Dr Sylvanus Thompson, has had the greatest influence in disseminating thorough knowledge of the theory of the dynamo. It was, in fact, after considering the contents of these works that we decided to prepare our treatise on the present lines, with the aim to supply, however imperfectly, a work which shall assist in applying to practice the principles already clearly enunciated in these treatises.

We acknowledge with pleasure the valuable assistance and suggestions which we have received from many friends in the preparation of the work.

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PART I.

# ELECTRIC GENERATORS.





# ELECTRIC GENERATORS.

---

## MATERIALS

A CONSIDERABLE variety of materials enters into the construction of dynamo electric apparatus, and it is essential that the grades used shall conform to rather exacting requirements, both as regards electric and magnetic conductivity as well as with respect to their mechanical properties

### TESTING OF MATERIALS

The metallic compounds employed in the <sup>in steel</sup> ~~metalle~~ and conducting circuits must be of definite chemical composition. The effect of slight differences in the chemical composition is often considerable, for instance, the addition of 3 per cent of aluminium reduces the conductivity of copper in the ratio of 100 to 18<sup>1</sup>. Again, the magnetic permeability of steel containing 12 per cent of manganese is scarcely greater than unity.

The mechanical treatment during various stages of the production also in many cases exerts a preponderating influence upon the final result. Thus, sheet iron frequently has over twice as great a hysteresis loss when unannealed as it has after annealing from a high temperature. Cast copper having almost the same chemical analysis as drawn copper, has only 50 per cent conductivity. Pressure exerts a great influence upon the magnetic properties of sheet iron<sup>2</sup>. Sheet iron of certain compositions, when subjected for a few weeks, even to such a moderate temperature as 60 deg Cent, becomes several times as poor for magnetic purposes as before subjection to this temperature<sup>3</sup>.

It thus becomes desirable to subject to chemical, physical, and electromagnetic tests samples from every lot of material intended for use in the

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<sup>1</sup> *Electrician*, July 31d, 1896. Dewar and Fleming

<sup>2</sup> See page 33, and Figs 33 and 34

<sup>3</sup> See pages 30 to 32, and Figs 26 to 32

construction of dynamo-electric apparatus. This being the case, the importance of practical shop methods, in order that such tests may be quickly and accurately made, becomes apparent.

### CONDUCTIVITY TESTS

The methods used in conductivity tests are those described in textbooks devoted to the subject<sup>1</sup>. It will suffice to call attention to the recent investigations of Professors Dewar and Fleming,<sup>2</sup> the results of which show that materials in a state of great purity have considerably higher conductivity than was attributed to them as the results of Matthiessen's experiments. Manufactured copper wire is now often obtained with a conductivity exceeding Matthiessen's standard for pure copper.

Copper wire, drawn to small diameters, is apt to be of inferior conductivity, due to the admixture of impurities to lessen the difficulties of manufacture. It consequently becomes especially desirable to test its conductivity in order to guard against too low a value.

The electrical conductivity of German silver and other high resistance alloys varies to such an extent that tests on each lot are imperative, if anything like accurate results are required.<sup>3</sup>

### PERMEABILITY TESTS

Considerable care and judgment are necessary in testing the magnetic properties of materials, even with the most recent improvements in apparatus and methods. Nevertheless, the extreme variability in the magnetic properties, resulting from slight variations in chemical composition and physical treatment, render such tests indispensable in order to obtain uniformly good quality in the material employed. Various methods have been proposed with a view to simplifying permeability tests, but the most accurate method, although also the most laborious, is that in which the sample is in the form of an annular ring uniformly wound with primary and secondary coils, the former permitting of the application of any desired

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<sup>1</sup> Among the more useful books on the subject of electrical measurements are Professor S. W. Holman's *Physical Laboratory Notes* (Massachusetts Institute of Technology), and Professor Fleming's *Electrical Laboratory Notes and Forms*.

<sup>2</sup> *Electrician*, July 31d, 1896.

<sup>3</sup> A Table of the properties of various conducting materials is given later in this volume.

magnetomotive force, and the latter being for the purpose of determining, by means of the swing of the needle of a ballistic galvanometer, the corresponding magnetic flux induced in the sample

# DESCRIPTION OF TEST OF IRON SAMPLE BY RING METHOD WITH BALLISTIC GALVANOMETER

The calibrating coil consisted of a solenoid, 80 centimetres long, uniformly wound with an exciting coil of 800 turns. Therefore, there were 10 turns per centimetre of length. The mean cross-section of exciting coil was 18.0 square centimetres. The exploring coil consisted of 100 turns midway along the solenoid. Reversing a current of 2.00 amperes in the exciting coil gave a deflection of 35.5 deg. on the scale of the ballistic galvanometer when there was 150 ohms resistance in the entire secondary circuit, consisting of 12.0 ohms in the ballistic galvanometer coils, 5.0 ohms in the exploring coil, and 133 ohms in external resistance.

$$H = \frac{4\pi n C}{10 l}, \quad \frac{n}{l} = 10.0, \quad C = 2.00,$$

$$H = \frac{4\pi}{10} \times 10.0 \times 2.00 = 25.1,$$

i.e., 2.00 amperes in the exciting coil set up 25.1 lines in each square centimetre at the middle section of the solenoid, therefore  $18.0 \times 25.1 = 452$  total C.G.S. lines. But these were linked with the 100 turns of the exploring coil, and therefore were equivalent to 45,200 lines linked with the circuit. Reversing 45,200 lines was equivalent in its effect upon the ballistic galvanometer to creating 90,400 lines, which latter number, consequently, corresponds to a deflection of 35.5 deg. on the ballistic galvanometer with 150 ohms in circuit. Defining K, the constant of the ballistic galvanometer, to be the lines per degree deflection with 100 ohm in circuit, we obtain

$$K = \frac{90400}{35.5 \times 1.50} = 1690 \text{ lines}$$

The cast-steel sample consisted of an annular ring of 1.10 square centimetres cross-section, and of 30 centimetres mean circumference, and it was wound with an exciting coil of 450 turns, and with an exploring coil of 50 turns. With 2.00 amperes exciting current,

$$H = \frac{4\pi}{10} \times \frac{450}{30} \times 2.00 = 37.7$$

Reversing 200 amperes in the exciting coil gave a deflection of 40 deg with 2,400 ohms total resistance of secondary circuit. Then with 100 ohms instead of 2,400 ohms, with one turn in the exploring coil instead of 50 turns, and simply creating the flux instead of reversing it, there would have been obtained a deflection of

$$\frac{2400}{100} \times \frac{1}{50} \times \frac{1}{2} \times 40 = 9.60 \text{ deg},$$

consequently the flux reversed in the sample was

$$9.60 \times 1,690 = 16,200 \text{ lines}$$

And as the cross-section of the ring was 1.10 square centimetres, the density was

$$16,200 \div 1.10 = 14,700 \text{ lines per square centimetre}$$

Therefore the result of this observation was

$$H = 37.7, \quad B = 14,700, \quad \mu = 390$$

But in practice<sup>1</sup> this should be reduced to ampere turns per inch of length, and lines per square inch,

$$\text{Ampere-turns per inch of length} = 2 H = 75.4$$

$$\text{Density in lines per square inch} = 6.45 \times 14,700 = 95,000$$

This would generally be written 95.0 kilolines. Similarly, fluxes of still greater magnitude are generally expressed in megalines. For instance,

$$12.7 \text{ megalines} = 12,700,000 \text{ C.G.S. lines}$$

<sup>1</sup> Although mixed systems of units are admittedly inferior to the metric system, present shop practice requires their use. It is, therefore, necessary to readily convert the absolute B-H curves into others expressed in terms of the units employed in practice. In absolute measure, non-saturation curves are plotted, in which the ordinates B represent the density in terms of the number of C.G.S. lines per square centimetre, the abscissæ denoting the magnetomotive force H. B/H equals  $\mu$ , the permeability. In the curves used in practice the ordinates should equal the number of lines per square inch. They are, therefore, equal to 6.45 B. The abscissæ should equal the number of ampere-turns per inch of length. Letting turns =  $n$ , and amperes =  $C$ , we have—

$$H = \frac{4\pi n C}{10 l}, \quad l \text{ being expressed in centimetres}$$

$$\text{Ampere-turns per centimetre of length} = \frac{10 H}{4\pi},$$

$$\text{Ampere-turns per inch of length} = \frac{2.54 \times 10 H}{4\pi},$$

$$\text{Ampere-turns per inch of length} = 2.02 H$$

Therefore ampere turns per inch of length are approximately equal to 2 H

## Permeability Tests

### OTHER PERMEABILITY TESTING METHODS

The bar and yoke method, devised by Dr. Hopkinson, permits of the use of a rod-shaped sample, this being more convenient than an annular ring in that the latter requires that each sample be separately wound, whereas in the rod and yoke method the same magnetising and exploring coils may be used for all samples. However, the ring method is more absolute and affords much less chance for error than is the case with other methods where the sources of error must either be reduced to negligible proportions which is seldom practicable, or corrected for. Descriptions of the Hopkinson apparatus are to be found in text-books on electro-magnetism,<sup>1</sup> and the calculation of the results would be along lines closely similar to those of the example already given for the case of an annular ring sample.

### METHODS OF MEASURING PERMEABILITY NOT REQUIRING BALLISTIC GALVANOMETER

There have been a number of arrangements devised for the purpose of making permeability measurements without the use of the ballistic galvanometer, and of doing away with the generally considerable trouble attending its use, as well as simplifying the calculations.

Those in which the piece to be tested is compared to a standard of known permeability have proved to be the most successful. The Eickemeyer bridge<sup>2</sup> is a well-known example, but it is rather untrustworthy, particularly when there is a great difference between the standard and the test-piece.

A method of accomplishing this, which has been used extensively with very good results, has been devised by Mr. Frank Holden. It is described by him in an article entitled "A Method of Determining Induction and Hysteresis Curves" in the *Electrical World* for December 15th, 1894. The principle has been embodied in a commercial apparatus constructed by Mr. Holden in 1895,<sup>3</sup> and also in a similar instrument exhibited by Professor Ewing before the Royal Society in 1896.<sup>4</sup>

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<sup>1</sup> Also J. Hopkinson, *Phil. Trans.*, page 455, 1885.

<sup>2</sup> *Electrical Engineer*, New York, March 25th, 1891.

<sup>3</sup> "An Apparatus for Determining Induction and Hysteresis Curves," *Electrical World* June 27th, 1896.

<sup>4</sup> "The Magnetic Testing of Iron and Steel," *Proc. Inst. Civil Engineers*, May, 1896.

Holden's method consists essentially of an arrangement in which two bars are wound uniformly over equal lengths, and joined at their ends by two blocks of soft iron into which they fit. The rods are parallel, and about as close together as the windings permit. In practice it has been found most convenient to use rods of about 25 in in diameter, and about 7 in long. Over the middle portion of this arrangement is placed a magnetometer, not necessarily a very sensitive one, with its needle tending to lie at right angles to the length of the two bars, the influence of the bars tending to set it at right angles to this position. Means are

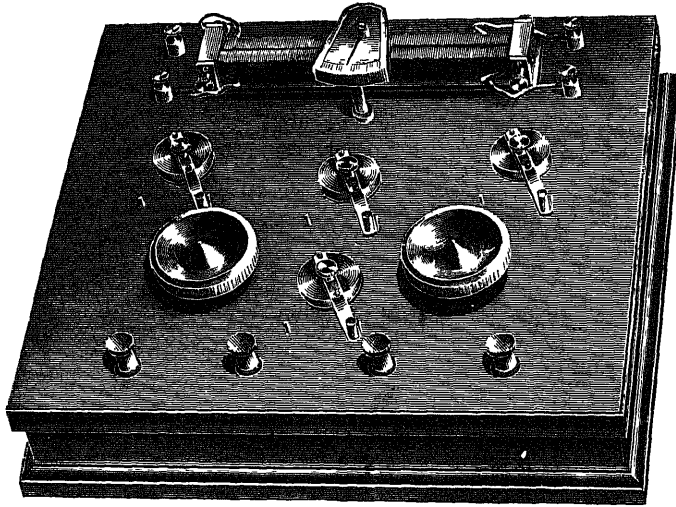


FIG 1

provided for reversing simultaneously, and for measuring, each of the magnetising currents, which pass in such directions that the north end of one rod and the south end of the other are in the same terminal block. It is evident that whenever the magnetometer shows no effect from the bars, the fluxes in them must be equal, for if not equal there would be a leakage from one terminal block to the other through the air, and this would affect the magnetometer. This balanced condition is brought about by varying the current in one or both of the bars, and reversing between each variation to get rid of the effects of residual magnetism.

For each bar

$$H = \frac{4 \pi n C}{10 l}$$

where

$n$  = number of turns  
 $C$  = Current in amperes  
 $l$  = distance between blocks in centimetres

As the same magnetising coils may always be used, and as the blocks may be arranged at a fixed distance apart,

$$\frac{4 \pi n}{10 l} = K$$

and

$$H = K C$$

The B H curve of the standard must have been previously determined, and when the above-described balance has been produced and the magnetomotive force of the standard calculated, the value of B is at once found by reference to the characteristics of the standard. If the two bars are of the same cross-section, this gives directly the B in the test-piece, and H is calculated as described. The method furnishes a means of making very accurate comparisons, and the whole test is quickly done, and the chances of error are minimised by the simplicity of the process. The magnetometer for use with bars of the size described need not be more delicate than a good pocket compass. Although two pieces of quite opposite extremes of permeability may be thus compared, yet it takes less care in manipulating, if two standards are at hand, one of cast-iron and one of wrought iron or cast steel, and the standard of quality most like that of the test-piece should be used.

Sheet iron may be tested in the same way, if it is cut in strip about 5 in wide and 7 in long. This will require the use of specially shaped blocks, capable of making good contact with the end of the bundle of strips which may be about 25 in thick. In general the cross-section of the test-piece and standard in this case will not be equal, but this is easily accounted for, since the induction values are inversely as the cross-sections when the total fluxes are equal. In Figs 1 and 2 are shown both the Holden and the Ewing permeability bridges.



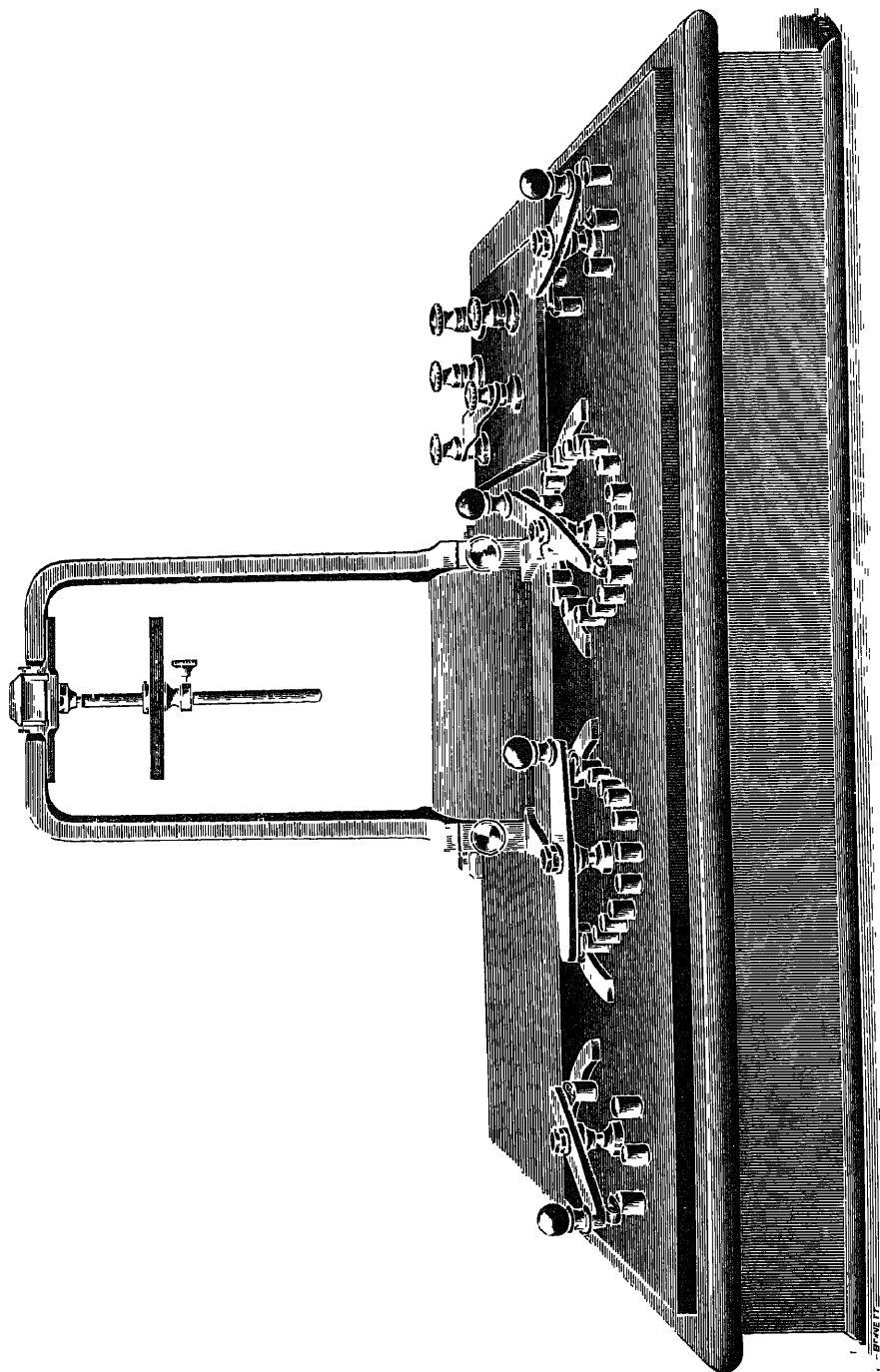
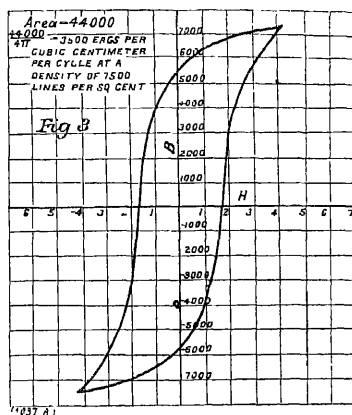


FIG. 2

## Hysteresis Tests

### DETERMINATION OF HYSTERESIS LOSS

The step-by-step method of determining the hysteresis loss, by carrying a sample through a complete cycle, has been used for some years past, and is employed to a great extent at the present time. Such a test is made with a ring-shaped sample, and consists in varying by steps the magnetomotive force of the primary coil, and noting by the deflection of a ballistic galvanometer the corresponding changes in the flux. From the results a complete cycle curve, such as is shown in Fig. 3, may be plotted. If the curve is plotted with ordinates equal to  $B$  (C G S lines per square cen-



metre), and with abscissæ equal to  $H$ ,  $\left(\frac{4 \pi n C}{10 l}\right)$ , its area divided by (conveniently determined by means of a planimeter), will be equal to the hysteresis loss of one complete cycle, expressed in ergs per cubic centimetre<sup>1</sup>, but in subsequent calculations of commercial apparatus it is more convenient to have the results in terms of the watts per pound of material per cycle per second. The relation between the two expressions may be derived as follows:

#### CONVERSION OF UNITS

Ergs per cubic centimetre per cycle

$$= \frac{\text{Area complete cyclic curve}}{4 \pi}$$

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<sup>1</sup> Fleming, *Alternate Current Transformer*, second edition, page 62

Watts per cubic centimetre at one cycle per second

$$= \frac{\text{Area}}{4 \pi \times 10^7}$$

Watts per cubic inch at one cycle per second

$$= \frac{\text{Area} \times 16.4}{4 \pi \times 10^7}$$

Watts per pound at one cycle per second

$$= \frac{\text{Area} \times 16.4}{4 \pi \times 10^7 \times 282}$$

(One cubic inch of sheet iron weighing 282 lb)

. Watts per pound at one cycle per second = 0.000058 × eigs per cubic centimetre per cycle

#### HYSTERESIS LOSSES IN ALTERNATING AND ROTATING FIELDS

Hysteresis loss in iron may be produced in two ways one when the magnetising force acting upon the iron, and consequently the magnetisation, passes through a zero value in changing from positive to negative, and the other when the magnetising force, and consequently the magnetisation, remains constant in value, but varies in direction. The former condition holds in the core of a transformer, and the latter in certain other types of apparatus. The resultant hysteresis loss in the two cases cannot be assumed to be necessarily the same. Bailey has found<sup>1</sup> that the rotating field produces for low inductions a hysteresis loss greater than that of the alternating field, but that at an induction of about 100 kilolines per square inch, the hysteresis loss reaches a sharply defined maximum, and rapidly diminishes on further magnetisation, until, at an induction of about 130 kilolines per square inch, it becomes very small with every indication of disappearing altogether. This result has been verified by other experimenters, and it is quite in accord with the molecular theory of magnetism, from which, in fact, it was predicted. In the case of the alternating field, when the magnetism is pressed beyond a certain limit, the hysteresis loss becomes, and remains, constant in value, but does not decrease as in the

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<sup>1</sup> See paper on "The Hysteresis of Iron in a Rotating Magnetic Field," read before the Royal Society, June 4th, 1896. See also an article in the *Electrician* of October 2nd, 1896, on "Magnetic Hysteresis in a Rotating Field," by R. Beattie and R. O. Clinker. Also *Electrician*, August 31st, 1894, F. G. Bailey. Also *Wied Ann.*, No. 9, 1898, Niethammer.

## *Hysteresis Tests*

case of the rotating magnetisation. Hence, as far as hysteresis loss is concerned, it might sometimes be advantageous to work with as high induction in certain types of electro-dynamic apparatus as possible, if it can be pressed above that point where the hysteresis loss commences to decrease but in the case of transformers little advantage would be derived from high density on the score of hysteresis loss, as the density, except at very low cycles, cannot be economically carried up to that value at which the hysteresis loss is said to become constant.

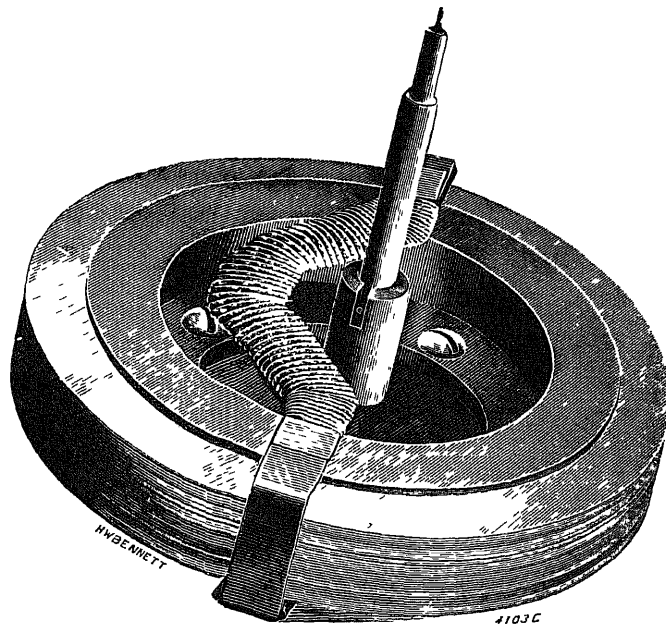


FIG 4

### METHODS OF MEASURING HYSTERESIS LOSS WITHOUT THE BALLISTIC GALVANOMETER

To avoid the great labour and expenditure of time involved in hysteresis tests by the step-by-step method with the ballistic galvanometer, there have been many attempts made to arrive at the result in a more direct manner. The only type of apparatus that seems to have attained commercial success measures the energy employed either in rotating the test-piece in a magnetic field, or in rotating the magnetic field in which the test-piece is placed.

The Holden hysteresis tester<sup>1</sup> is the earliest of these instruments,

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<sup>1</sup> "Some Work on Magnetic Hysteresis," *Electrical World*, June 15th, 1895

appears to be the most satisfactory. It measures the loss in sheet-iron rings when placed between the poles of a rotating magnet, and enables the loss to be thoroughly analysed. The sheet-iron rings are just such as would be used in the ordinary ballistic galvanometer test (Fig 4, page 11)

The rings are held concentric with a vertical pivoted shaft, around which revolves co-axially an electro-magnet which magnetises the rings. The sample rings are built up into a cylindrical pile about  $\frac{1}{2}$  in high

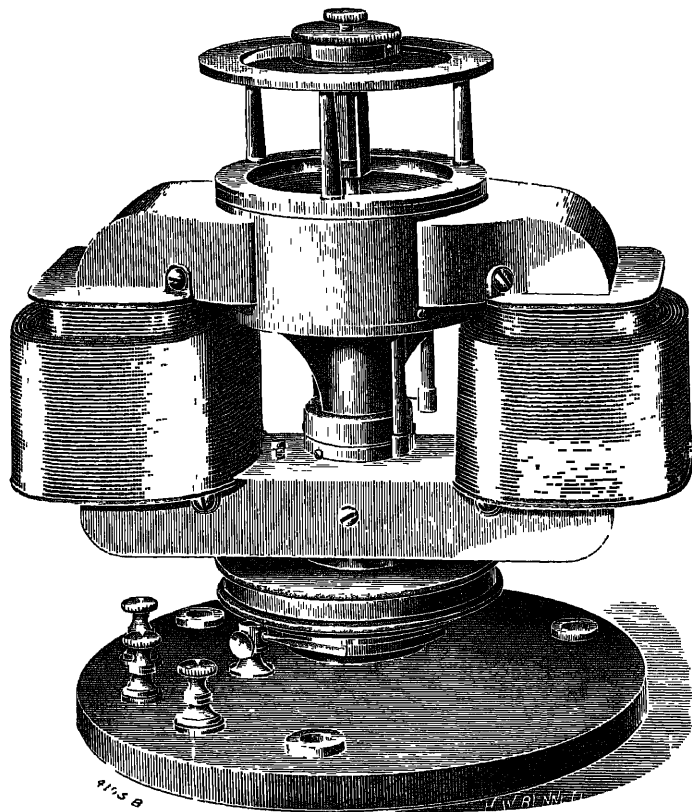


FIG 5

Surrounding but not touching the sample to be tested is a coil of insulated wire, the terminals of which lead to a commutator revolving with the magnet. The alternating electromotive force of the coil is thus rectified, and measured by a Weston voltmeter. Knowing the cross-section of the sample, the number of turns in the coil, the angular velocity of the magnet, and the constants of the voltmeter, the induction corresponding to a certain deflection of the voltmeter, can be calculated in an obvious manner.<sup>1</sup>

<sup>1</sup> For electromotive force calculations, see another page in this volume

## *Hysteresis Tests*

The force tending to rotate the rings is opposed by means of a helical spring surrounding the shaft and attached to it at one end. The other end is fixed to a torsion head, with a pointer moving over a scale. The loss per cycle is proportional to the deflection required to bring the rings to the zero position, and is readily calculated from the constant of the spring.

By varying the angular velocity of the magnet, a few observations give data by which the effect of eddy currents may be allowed for, and the residual hysteresis loss determined, or, by running at a low speed, the eddy current loss becomes so small as to be practically negligible, and the readings taken under these conditions are, for all commercial purposes, the only ones necessary. A test sample with wire coil is shown in Fig. 5, whilst the complete apparatus may be seen in Fig. 5, page 12.

A modification (Fig. 6) of this instrument does away with the adju

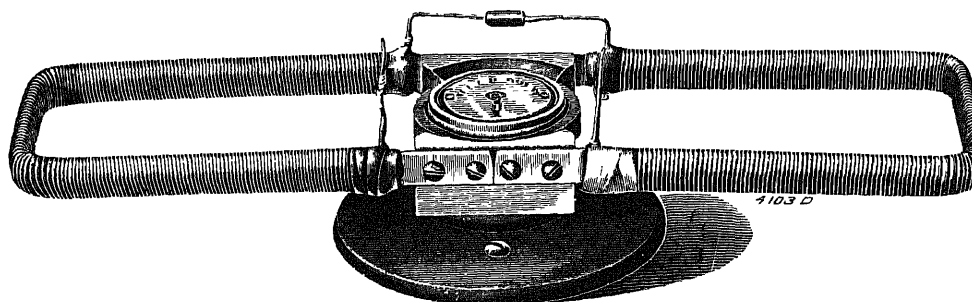


FIG. 6

ment of the magnetising current and the separate determination of induction for different tests. In this case the electro-magnet is modified into two of much greater length, and of a cross-section of about one-tenth that of the sample lot of rings. The air gap is made as small as practicable, so that there is very little leakage. A very high magnetomotive force is applied to the electro-magnets, so that the flux in the rings changes only very slightly with considerable corresponding variation in current. With any such variation from the average as is likely to occur in the rings on account of varying permeability, the total flux through the magnet will be nearly constant, with the magnetisation furnished in this manner. The sample rotates in opposition to a spiral spring, and the angle of rotation is proportional to the hysteresis loss. In general a correction has to be applied for volume and cross-section, as the rings do not, owing to variations in the thickness of the sheets, make piles of the same height.

magnets are rotated slowly by giving them an impulse by hand, and the reading is made when a steady deflection is obtained

#### EWING HYSTERESIS TESTER

In Professor Ewing's apparatus<sup>1</sup> the test sample is made up of about seven pieces of sheet iron  $\frac{5}{8}$  in wide and 3 in long. These are rotated between the poles of a permanent magnet mounted on knife-edges. The magnet carries a pointer which moves over a scale. Two standards of known hysteresis properties are used for reference. The deflections corresponding to these samples are plotted as a function of their hysteresis losses, and a line joining the two points thus found is referred to in the subsequent tests, this line showing the relation existing between deflections and hysteresis loss. The deflections are practically the same, with a great variation in the thickness of the pile of test-pieces, so that no correction has to be made for such variation. It has, among other advantages, that of using easily prepared samples. The apparatus is shown in Fig 7

#### PROPERTIES OF MATERIALS

The magnetic properties of iron and steel depend upon the physical structure, as a primary indication of which, and as a specific basis for the description of the material, chemical analysis forms an essential part of tests. The physical structure and the magnetic properties are affected to a greater or less degree according to the chemical composition, by annealing, tempering, continued heating, and mechanical strains by tension or compression. The rate of cooling also influences the magnetic properties of the material, the permeability of cast iron, for instance, is diminished if the cooling has been too rapid, but it may be restored by annealing, the only noticeable change being that the size of the flakes of graphite is increased. The permeability of high carbon steels may also be increased by annealing and diminished by tempering, and that of wrought iron or steel is diminished by mechanical strain, the loss of permeability resulting from mechanical strain, may, however, be restored by annealing.

The effect on the magnetic properties, of the different elements entering into the composition of iron and steel, varies according to the percentage of

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<sup>1</sup> *Electrician*, April 26th, 1895

other elements present The presence of an element which, alone, would be objectionable may not be so when a number of others are also present , for instance, manganese in ordinary amounts is not objectionable in iron and steel, as the influence it exerts is of the same nature as that of carbon, but

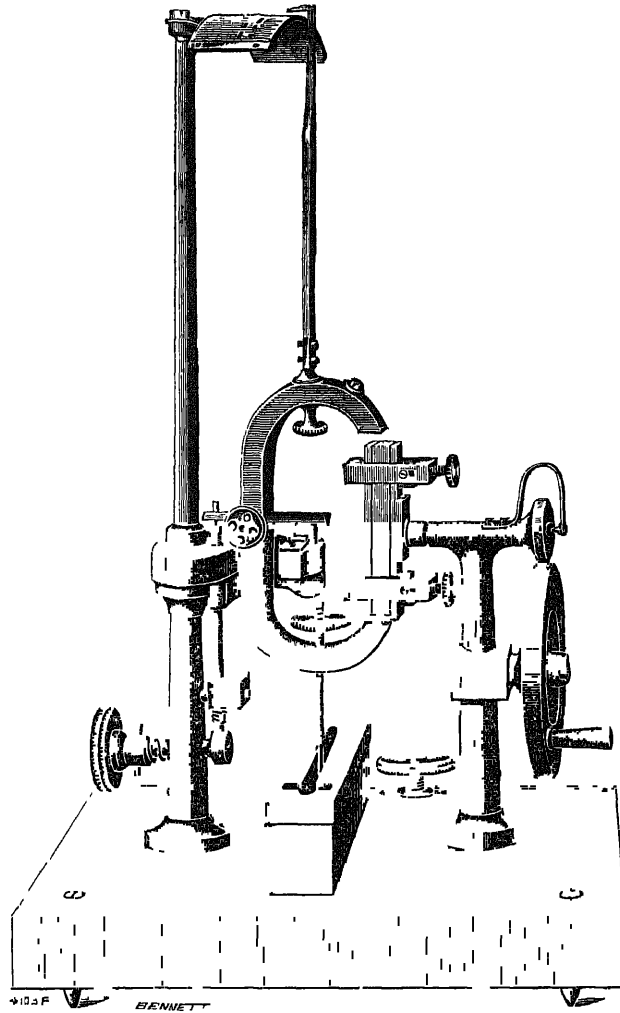


FIG 7

greatly less in degree Some elements modify the influence of others, while some, although themselves objectionable, act as an antidote for more harmful impurities as for instance, in cast iron, silicon tends to off-set the injurious influence of sulphur The relative amounts and the

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<sup>1</sup> *Electrician*, April 26th, 1895



sum of the various elements vary slightly, according to the slight variations in the process of manufacture. On account of the more or less unequal diffusion of the elements, a single analysis may not indicate the average quality, and may not, in extreme cases, fairly represent the quality of the sample used in the magnetic test. It is necessary, therefore, to make a great number of tests and analyses before arriving at an approximate result as to the effect of any one element. The conclusions here set forth, as to the effect of various elements, when acting with the other elements generally present, are the result of studying the analyses and magnetic values when the amounts of all but one of the principal elements remained constant. The results so obtained were compared with tests in which the elements that had remained constant in the first test varied in proportion.

It will be seen that this method is only approximate, since variations of the amount of any element may modify the interactions between the other elements. The statements herein set forth have been compared with a great number of tests, and have been found correct within the limits between which materials can be economically produced in practice.

In general, the purer the iron or steel, the more important is the uniformity of the process and treatment, and the more difficult it is to predict the magnetic properties from the chemical analysis. It is significant to note that, beginning with the most impure cast iron, and passing through the several grades of cast iron, steel and wrought iron, the magnetic properties accord principally with the amounts of carbon present, and in a lesser degree with the proportions of silicon, phosphorus, sulphur, manganese, and other less usual ingredients, and that an excess of any one, or of the sum of all the ingredients, has a noticeable effect on the magnetic properties. Carbon, on account of the influence it exerts on the melting point, may be regarded as the controlling element, as it determines the general processes, hence also the percentage of other elements present in the purer grades of iron. However, its influence may sometimes be secondary to that of other impurities, as, for instance, in sheet iron, where a considerable percentage of carbon has been found to permit of extremely low initial hysteresis loss, and to exert an influence tending to maintain the loss at a low value during subjection to prolonged heating.

The properties of iron and steel require separate examination as to magnetic permeability and magnetic hysteresis. The permeability is of

the greatest importance in parts in which there is small change in the magnetisation, hence such parts may be of any desired dimension, and may then be either cast, rolled, or forged. On account of the electric losses by local currents when the magnetism is reversed in solid masses of metals, parts subjected to varying magnetic flux have to be finely laminated. Thicknesses of between 0.14 in. and 0.36 in. are generally found most useful for plates, which must be of good iron to withstand the rolling process. Some impurities affect the hysteresis more than the permeability. Hysteresis tends towards a minimum, and the permeability towards a maximum, as the percentage of elements, other than iron, diminishes.

In the case of comparatively pure iron or steel, alloyed with nickel, it is found, however, that the permeability is increased beyond that which would be inferred from the other elements present. The purest iron has been found to have the highest permeability, yet the iron in which the hysteresis loss has been found smallest is not remarkable for its purity, and there was no known cause why the hysteresis was reduced to such a noticeable extent. The treatment of the iron, both during and subsequent to its manufacture, exerts a great influence upon the final result.

### THE MAGNETISATION OF IRON AND STEEL

*Cast Iron*—Cast iron is used for magnetic purposes on account of the greater facility with which it may be made into castings of complex form. Considering the relative costs and magnetic properties of cast iron and steel, as shown in the accompanying curves, it is evident that cast iron is, other things being equal, more costly for a given magnetic result than cast steel. The great progress in the manufacture of steel castings has rendered the use of cast iron exceptional in the construction of well-designed electrical machines.

The cast iron used for magnetic purposes contains, to some extent, those elements which crude iron brings with it from the ore and from fluxes and fuels used in its reduction. Of these elements, carbon has the greatest effect on the magnetic permeability. The amount of carbon present is necessarily high, on account of the materials used, the process employed, and its influence in determining the melting point. In cast iron of good magnetic quality, the amount of carbon varies between 3 per cent and 4.5 per cent, between 0.2 per cent, and 0.8 per cent being in a c

bined state,<sup>1</sup> and the remainder in an uncombined or graphitic state. Combined carbon is the most objectionable ingredient, and should be restricted to as small an amount as possible. Cast irons having less than 0.3 per cent of combined carbon are generally found to be of high magnetic permeability. Fig. 8 shows curves and analyses of three different grades of cast iron. The effect of different proportions of combined carbon may be ascertained by comparison of the results with the accompanying analyses. In Fig. 9 is given the result of the test of a sample carried up to very high saturation. It is useful for obtaining values corresponding to high magnetisation, but as shown by the analysis and also by the curve, it is a sample of rather poor cast iron, the result being especially bad at low magnetisation values. The cast iron generally used for magnetic purposes would be between curves B and C of Fig. 8.

Graphite may vary between 2 per cent and 3 per cent without exerting any very marked effect upon the permeability of cast iron. It is generally found that when the percentage of graphite approximates to the lower limit, there is an increase in the amount of combined carbon and a corresponding decrease of permeability. A certain percentage of carbon is necessary, and it is desirable that as much of it as possible should be in the graphitic state. Sulphur is generally present, but only to a limited extent. An excess of sulphur is an indication of excessive combined carbon, and inferior magnetic quality. Silicon in excess annuls the influence of sulphur, and does not seem to be objectionable until its amount is greater than 2 per cent, its effect being to make a casting homogeneous, and to lessen the amount of combined carbon. The amount of silicon generally varies between 2.5 per cent in small castings, and 1.8 in large castings. Phosphorus in excess denotes an inferior magnetic quality of iron. Although in itself it may be harmless, an excess of phosphorus is accompanied by an excess of combined carbon, and it should be restricted to 0.7 per cent or 0.8 per cent. Manganese, in the proportions generally found, has but little effect, its influence becomes more marked in irons that are low in carbon.

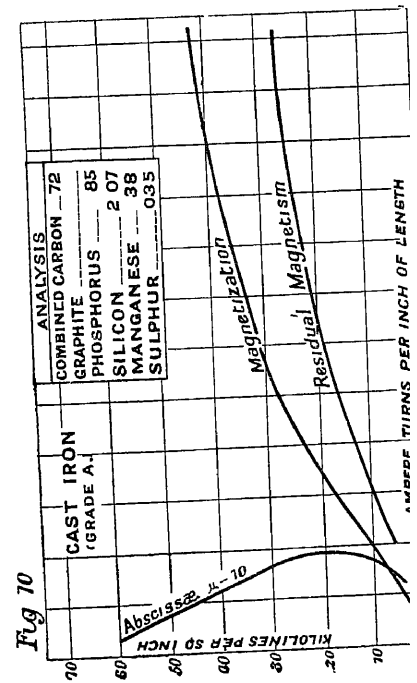
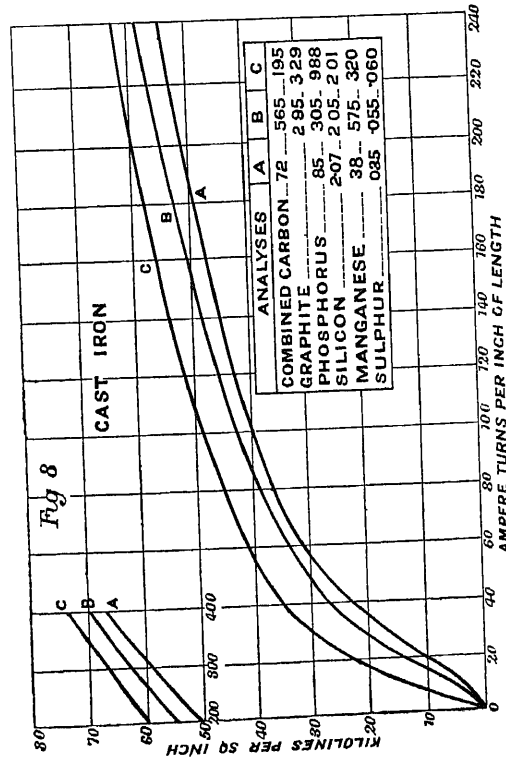
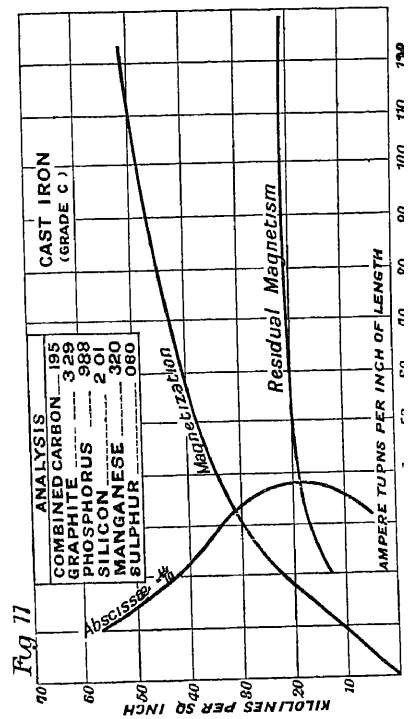
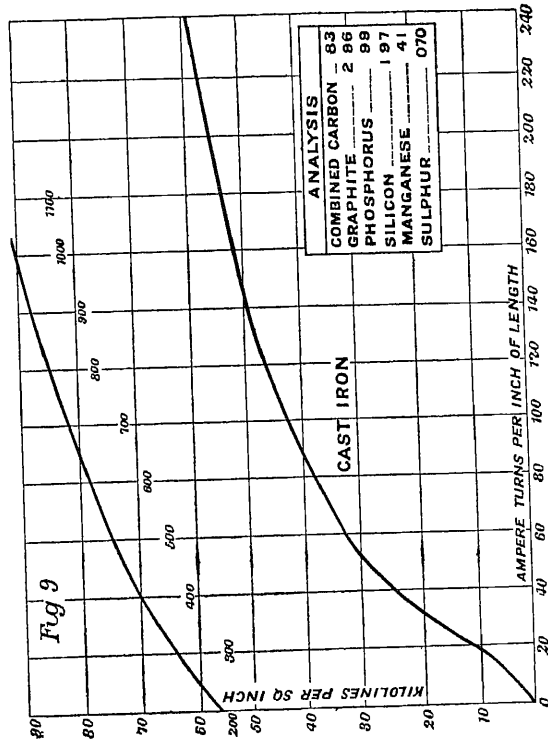
Figs. 10 and 11 show further data relating to irons shown in Fig. 8, grades A and C respectively.

*Malleable Cast Iron*—When cast iron is decarbonised, as in the process for making it malleable, in which a portion of the graphite is

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<sup>1</sup> Arnold, "Influence of Carbon on Iron," *Proc Inst C E*, vol. cxxiii, page 156.

# Magnetisation Curves of Iron.



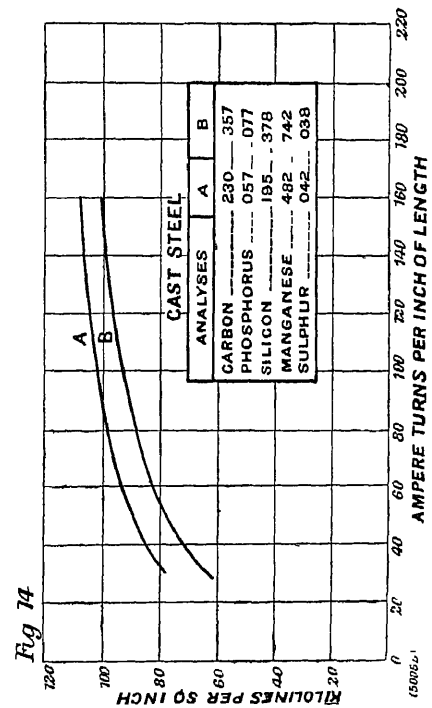
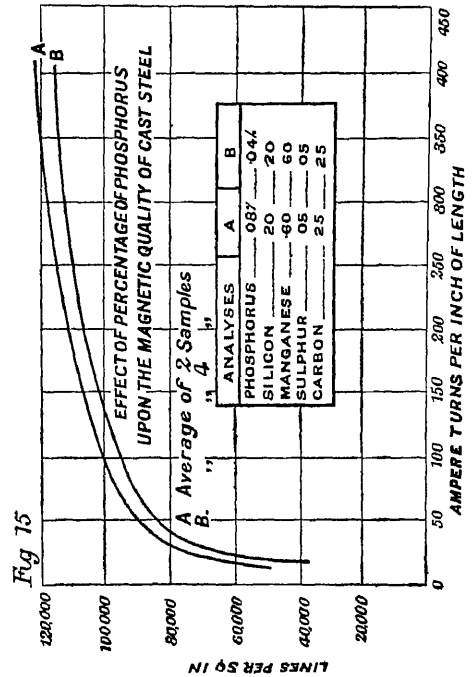
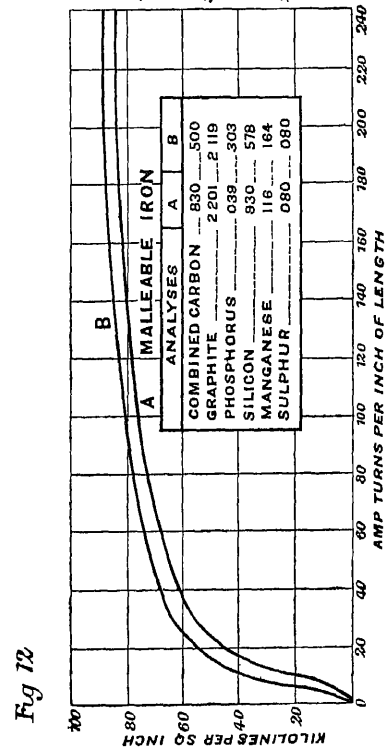
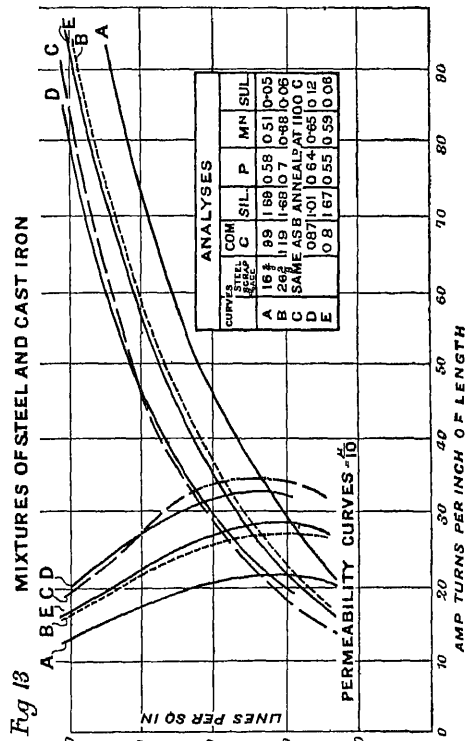
eliminated, there is a marked increase in the permeability. This is due, however, to the change in the physical structure of the iron which accompanies the decarbonisation, as unmalleable cast iron, of chemical analysis identical with that of malleable iron, has but a fraction of the permeability. In Fig. 12 are shown the magnetic properties of malleable cast iron, Fig. 13 illustrates the magnetic properties of mixtures of steel and pig iron.

*Cast Steel*—The term “cast steel,” as used in this place, is intended to refer to recarbonised irons, and not to the processes of manufacture where there has been no recarbonisation, as in irons made by the steel process. Cast steel used for magnetic purposes has been generally made by the open-hearth or Siemens-Martin process, the principal reason being that this process has been more frequently used for the manufacture of small castings. The Bessemer process could, perhaps, be used to greater advantage in the manufacture of small castings than the open-hearth process, since, on account of the considerable time elapsing between the pouring of the first and last castings, there is frequently by the open-hearth process a change of temperature in the molten steel, and likewise a noticeable difference in the magnetic quality. In the Bessemer process the metal can be maintained at the most suitable temperature, and the composition is more easily regulated.

Cast steel is distinguished by the very small amount of carbon present which is in the combined state, there being generally no graphite, as in the case of cast iron, the exception being when castings are subjected to great strains, in which case the combined carbon changes to graphite. It may be approximately stated that good cast steel, from a magnetic standpoint, should not have greater percentages of impurities than the following:

	Per Cent
Combined carbon	0.25
Phosphorus	0.08
Silicon	0.20
Manganese	0.50
Sulphur	0.05

In practice, carbon is the most objectionable impurity, and may be with advantage restricted to smaller amounts than 0.25 per cent. The results of a great number of tests and analyses show that the decrease in the permeability is proportioned to the amount of carbon in the steel, other conditions remaining equal, that is, that the other elements are present in the same proportion, and that the temperature of the molten steel is



increased according to the degree of purity. Cast steel at too low a temperature considering the state of purity, shows a lower permeability than would be inferred from the analysis. Manganese in amounts less than 0.5 per cent has but little effect upon the magnetic properties of ordinary steel. In large proportions, however, it deprives steel of nearly all its magnetic properties, a 12 per cent mixture scarcely having a greater permeability than air. Silicon, at the magnetic densities economical in practice, is less objectionable than carbon, and at low magnetisation increases the permeability up to 4 or 5 per cent,<sup>1</sup> but at higher densities it diminishes the permeability to a noticeable extent. The objection to silicon is that when unequally diffused it facilitates the formation of blow-holes and, like manganese, has a hardening effect, rendering the steel difficult to tool in machining. Phosphorus and sulphur, in the amounts specified, are not objectionable, but in excess they generally render the steel of inferior magnetic quality.

In Tables I and II are given the analyses and magnetic properties of what may be termed good and poor steel respectively. In Fig 14, curves A and B represent the average values corresponding to these two sets of tests.

The extent to which the percentage of phosphorus affects the result, may be seen from the curves of Fig 15. The curves of Fig 16 show the deleterious effect of combined carbon upon the magnetic properties. The magnetic properties of steel are further illustrated in Figs 17, 18, and 19.

TABLE I—DATA OF TEN FIRST QUALITY SAMPLES OF CAST STEEL

Ampere-Turns per Inch of Length	Kilolines per Square Inch										
	1	2	3	4	5	6	7	8	9	10	Average
30	78.6	77.5	78.0	83.2	84.0	79.4	84.5	78.0	81.4	84.0	80.9
50	91.0	87.7	89.6	93.0	94.2	89.6	93.5	88.5	91.5	93.5	91.2
100	102	98.6	100	102	107	100	104	99.4	102	103	101.8
150	107	104	107	106	113	106	110	105	108	107	107.3
<i>Analysis</i>											
Carbon	240	267	294	180	290	250	200	230	170	180	230
Phosphorus	071	052	074	047	037	093	047	100	089	047	057
Silicon	200	236	202	120	036	230	173	160	150	120	195
Manganese	480	707	655	323	550	410	530	450	390	323	482
Sulphur	040	060	050	050	050	030	030	040	020	050	042

<sup>1</sup> See *Electrical World*, December 10th, 1898, page 619.

# Magnetisation Curves of Cast Steel

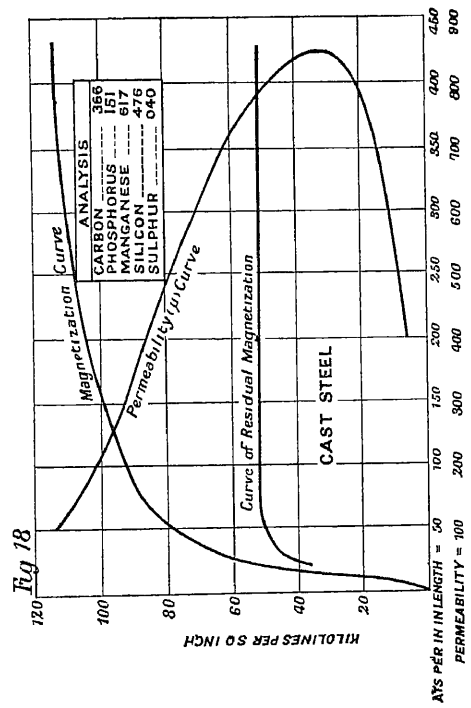
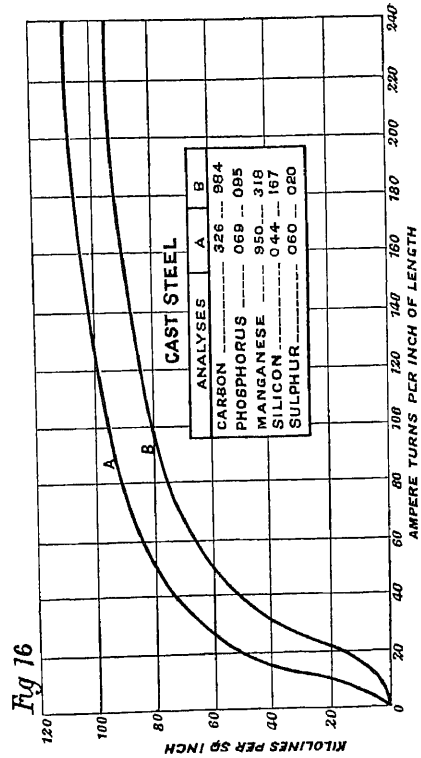
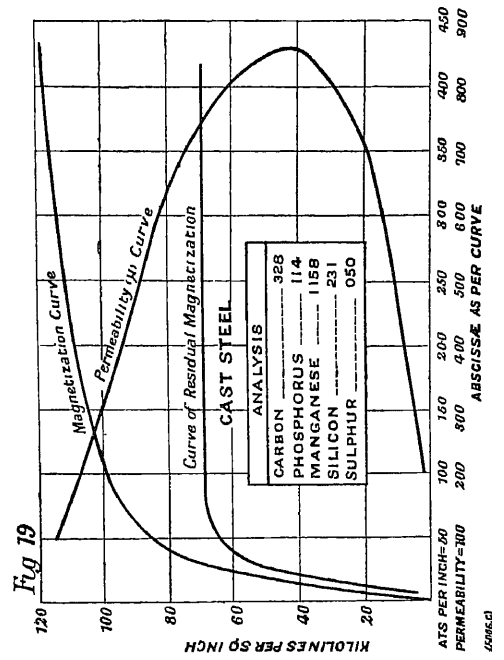
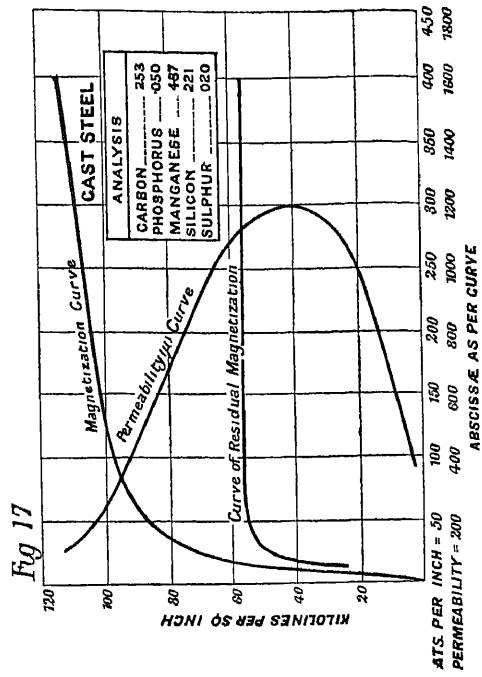




TABLE II—DATA OF TEN SECOND QUALITY SAMPLES OF CAST STEEL

Ampere Turns per Inch of Length	Kilolines per Square Inch										Average
	1	2	3	4	5	6	7	8	9	10	
30	68.3	68.3	69.0	58.0	60.0	64.5	67.0	64.5	60.0	73.0	65.3
50	82.0	82.0	84.5	72.2	74.8	78.0	80.5	80.0	76.0	87.0	79.7
100	96.0	94.1	97.5	87.0	89.6	92.2	92.9	94.8	91.0	101	93.6
150	102	100	102	92.8	96.0	98.7	98.7	101	96.5	106	99.4
<i>Analysis</i>											
Carbon	250	280	195	333	337	366	409	318	702	380	357
Phosphorus	087	076	028	059	045	151	063	107	084	066	077
Silicon	210	210	683	292	302	476	444	203	409	550	378
Manganese	790	720	815	681	642	617	640	636	088	790	742
Sulphur	020	030	040	060	070	010	010	030	050	030	038

*Mitis Iron*—In Table III are given analyses and magnetic properties of aluminium steel, frequently referred to as “mitis iron” The action

TABLE III—DATA OF TWELVE SAMPLES OF MITIS IRON

Ampere Turns per Inch of Length	Kilolines per Square Inch												Average
	1	2	3	4	5	6	7	8	9	10	11	12	
30	81.3	93.5	93.5	82.0	89.6	91.5	90.3	69.6	64.5	83.1	82.0	76.0	83.1
50	87.6	100	101	93.5	96.8	101	98.6	81.6	76.7	92.2	92.2	86.5	92.3
100	95.5	109	108	104	105	108	106	92.0	89.5	102	103	96.5	101.5
150	100	114	113	109	110	112	110	98.0	95.5	108	108	101	106.5
<i>Analysis</i>													
Carbon	065	105	106	125	136	212	214	216	235	241	242	260	180
Phosphorus	083	093	112	166	053	056	052	128	065	093	094	120	093
Silicon	073	045	050	046	111	126	111	083	122	072	099	020	080
Manganese	112	108	099	120	191	405	401	167	107	248	253	140	196
Sulphur	150	050	050	050	030	040	040	010	030	030	030	030	045
Aluminium	079	*	059	183	008	273	*	152	055	120	119	080	113

\* Not determined

of aluminium in steel is, like that of silicon, sulphur, or phosphorus, of a softening nature. It seems to act more powerfully than silicon, the castings having a somewhat greater degree of purity and a higher magnetic quality than steel castings made by processes of equal refinement. It will be seen from the analyses that the aluminium is present in amounts ranging from 0.05 per cent to 0.2 per cent, and that this permits of making

good castings with about one-half as much silicon and manganese as in ordinary cast steel. The amount of carbon, also, is generally somewhat less. An inspection of these tests and analyses of mits iron shows that they do not furnish a clear indication as to the effect of the various impurities. It will be noticed, however, that in those of poor magnetic qualities there is generally an excess of impurities, this excess denoting a lack of homogeneity and a greater degree of hardness than in those of good quality.

Mits iron is, magnetically, a little better than ordinary steel up to a density of 100 kilolines, but at high densities it is somewhat inferior. The magnetic result obtained from mits iron up to a density of 100 kilolines is practically identical with that obtained from wrought-iron forgings.

A curve representing the average of the twelve samples of Table III, is given in Fig. 20.

*Nickel Steel*—Some of the alloys of steel with nickel possess remarkable magnetic properties.<sup>1</sup> A 5 per cent mixture of nickel with steel shows a greater permeability than can be accounted for by the analysis of the properties of the components. The magnetic properties of nickel alloys are shown in Fig. 21.<sup>2</sup>

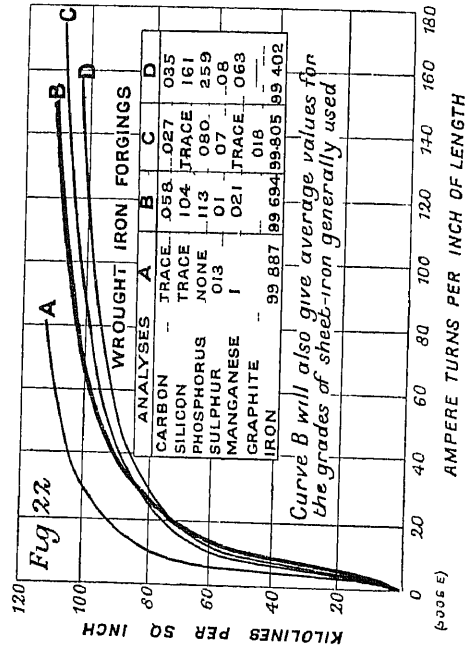
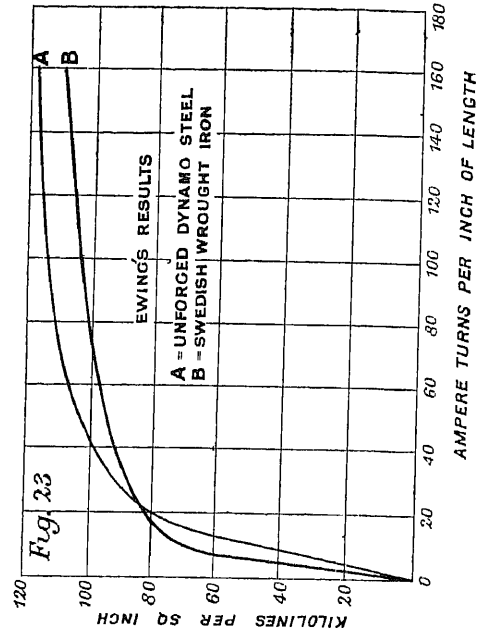
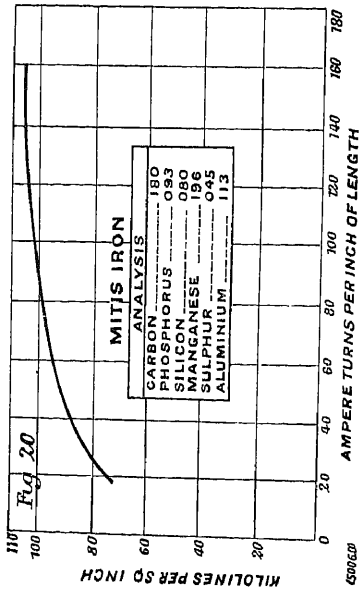
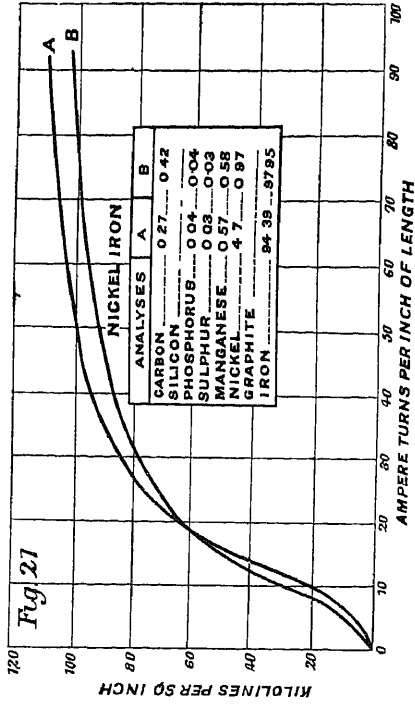
*Forgings*—Forgings of wrought iron are, in practice, found to be of uniform quality and of high magnetic permeability. In curves A and E of Fig. 22 are shown the magnetic properties of wrought iron, nearly pure, and as generally obtained, respectively. The former is made by the steel process at the Elswick Works of Messrs. Sir W. G. Armstrong and Co., Limited, but owing to its excessively high melting point it is only manufactured for exceptional purposes. Curve D illustrates an inferior grade of wrought iron, its low permeability being attributable to the excess of phosphorus and sulphur. Curve C shows the properties of a forging of Swedish iron, in the analysis of which it is somewhat remarkable to find a small percentage of graphite.

For the wrought-iron forgings and for the sheet iron and sheet steel generally used, curve B should preferably be taken as a basis for calculations, although the composition of the sheets will not be that given

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<sup>1</sup> For information as to the remarkable conditions controlling the magnetic properties of the alloys of nickel and iron, see Dr. J. Hopkinson, *Proc. Royal Soc.*, vol. XLVI, page 2, and vol. XLVII, page 1.

<sup>2</sup> Various investigations have shown that the permeability of steel is greatly lessened by the presence of chromium and tungsten.



by the analysis The composition of some samples of sheet iron and sheet steel, the results of tests of which are set forth on pages 30 to 32, is given in Table IV Such material however is subject to large variations in magnetic properties, due much more to treatment than to composition

TABLE IV—ANALYSIS OF SAMPLES

Brand	Silicon	Phosphorus	Manganese	Sulphur	Carbon
I	019	Not determined	490	Not determined	120
II	007	Not determined	420	Not determined	062
III	009	083	510	026	056
IV	003	Not determined	570	Not determined	044
V	trace	029	020	trace	050
VI	005	059	500	048	040
VII					
VIII	003	018	490	014	052
IX					
X					

In comparing wrought-iron forgings with unforged steel castings, Professor Ewing notes<sup>1</sup> that the former excel in permeability at low densities, and the latter at high densities This he illustrates by the curves reproduced in Fig 23, in which are given results for Swedish wrought iron and for a favourable example of unforged dynamo steel by an English maker He states that annealed Lowmoor iron would almost coincide with the curves for Swedish iron

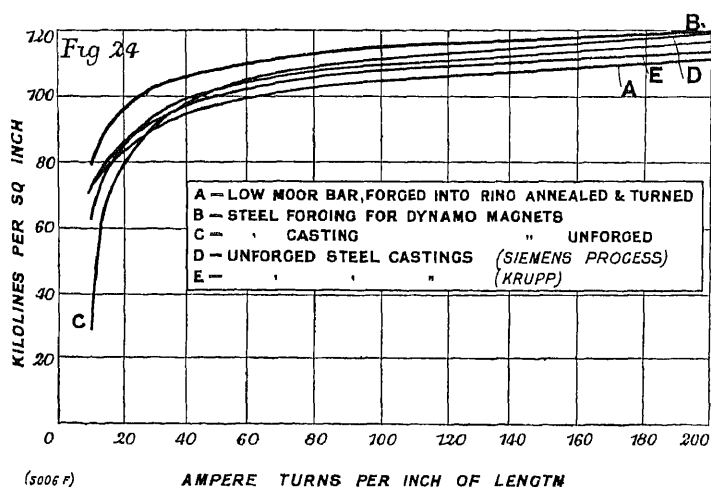
Professor Ewing further states that there is little to choose between the best specimens of unforged steel castings and the best specimens of forged ingot metal The five curves of Fig 24 relate to results of his own tests, regarding samples of commercial iron and steel Of these curves, A refers to a sample of Lowmoor bar, forged into a ring, annealed and turned, B to a steel forging furnished by Mr R Jenkins as a sample of forged ingot metal for dynamo magnets, C to an unforged steel casting for dynamo magnets made by Messrs Edgar Allen and Co by a special pneumatic process, D to an unforged steel casting for dynamo magnets made by Messrs Samuel Osborne and Co by the Siemens process, E to an unforged steel casting for dynamo magnets made by Messrs Friedrich Krupp, of Essen <sup>2</sup>

<sup>1</sup> *Proc Inst Civil Engineers*, May 19th, 1896

<sup>2</sup> *Proc Inst of Civil Engineers*, May 19th, 1896

## ENERGY LOSSES IN SHEET IRON

The energy loss in sheet iron in an alternating or rotating magnetic field consists of two distinct quantities, the first being that by hysteresis or inter-molecular magnetic friction, and the second that by eddy currents. The loss by hysteresis is proportional to the frequency of the reversal of the magnetism, but is entirely independent of the thickness of the iron, and increases with the magnetisation. There is no exact law of the increase of the hysteresis with the magnetisation, but within the limits of magnetisation obtaining in practice, and those in which such material can be produced to give uniform results, the energy loss by hysteresis may be taken



to increase approximately with the 1.6 power of the magnetisation, as was first pointed out by Mr C P Steinmetz<sup>1</sup>

Professor Ewing and Miss Klaassen,<sup>2</sup> however, from a large number of tests, found the 1.48 power to be better representative at the densities generally met in transformers. Other extensive tests point to the 1.5 power as the average.<sup>3</sup>

The hysteresis loss is independent of the temperature at ordinary working temperatures, but from 200 deg Cent upward the loss decreases as the temperature increases, until at 700 deg Cent it has fallen to as low as from 10 per cent to 20 per cent of its initial value. Obviously this

<sup>1</sup> *Elec Eng*, New York, vol x, page 677

<sup>2</sup> *Electrician*, April 13th, 1894

<sup>3</sup> *Elec World*, June 15th, 1895.

decrease at very high temperatures is of no commercial importance at the present time<sup>1</sup>

The magnitude of the hysteresis loss is somewhat dependent upon the chemical composition of the iron, but to a far greater degree upon the physical processes to which the iron is subjected

*Annealing of Sheet Iron*—The temperature at which sheet iron is annealed has a preponderating influence upon the nature of the result obtained. Extended experiments concerning the relation of hysteresis loss to temperature of annealing, show that the higher the temperature the lower the hysteresis loss up to about 950 deg Cent<sup>2</sup>. Beyond this temperature deleterious actions take place, the surfaces of the sheet become scaled, and the sheets stick together badly. A slight sticking together is desirable, as it insures the iron having been brought to the desired high temperature, and the sheets are easily separated, but soon after passing this temperature (950 deg Cent), the danger of injuring the iron becomes great.

Curves A and B of Fig 25 show the improvement effected in two different grades of iron, by annealing from high temperatures<sup>3</sup>.

*Deterioration of Sheet Iron*—It has been found that the hysteresis loss in iron increases by continued heating<sup>4</sup>. No satisfactory explanation of the cause of this deterioration has yet been given. Its amount depends upon the composition of the iron, and upon the temperature from which it has been annealed. The best grades of charcoal iron, giving an exceedingly low initial loss, are particularly subject to deterioration through

<sup>1</sup> *Tech Quarterly*, July, 1895, also *Elek Zeit*, April 5th, 1894, also *Phil Mag*, September, 1897, also in a very complete and valuable paper by D. K. Morris, Ph D, "On the Magnetic Properties and Electrical Resistance of Iron as dependent upon Temperature," read before the Physical Society, on May 14th, 1897, are described a series of tests of hysteresis, permeability, and resistance, over a wide range of temperatures.

<sup>2</sup> This temperature depends somewhat upon the composition of the iron, being higher for more pure the iron.

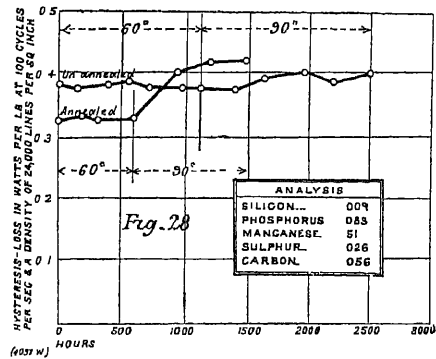
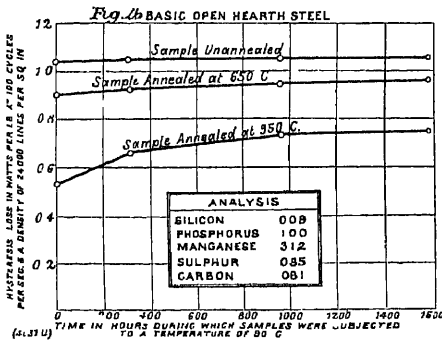
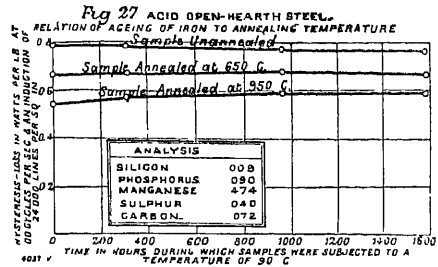
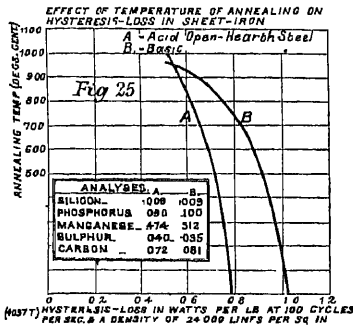
<sup>3</sup> In this and much of the following work on hysteresis and on the properties of insulating materials, the authors are indebted to Mr. Jesse Coates, of Lynn, Mass., and to Messrs. C. Clinker and C. C. Wharton, of London, for valuable assistance in the carrying out of the experiments.

<sup>4</sup> "On Slow Changes in the Magnetic Permeability of Iron," by William M. Morris, *Proceedings of the Royal Society*, January 17th, 1895, also *Electrician*, December 7th, 1894, to January 11th, 1895. A recent very valuable contribution to this subject has been made by Mr. S. R. Roget, in a paper entitled "Effects of Prolonged Heating on the Magnetic Properties of Iron," read before the Royal Society, May 12th, 1898. It contains some complete experimental data.



called "ageing" Iron annealed from a high temperature, although more subject to loss by "ageing," generally remains superior to the same grade of iron annealed from a lower temperature. This was the case in the tests corresponding to Figs 26 and 27, but there are many exceptions.

Table V shows the results of "ageing" tests at 60 deg Cent on several different brands of iron. It will be noticed that in the case of those brands subject to increase of hysteresis by "ageing," the percentage rise of the annealed sample is invariably greater than that of the



unannealed sample, and that often the annealed sample ultimately becomes worse than the unannealed samples.

Brands III, V, and VI, are the same irons whose "ageing" records are plotted in Figs 28, 31, and 29 respectively.

From these investigations it appears that iron can be obtained which will not deteriorate at 60 deg Cent, but that some irons deteriorate rapidly even at this temperature, and that at a temperature of 90 deg Cent even the more stable brands of iron deteriorate gradually. Consequently, so far as relates to avoidance of deterioration through "ageing," apparatus, even when constructed with selected irons, should not be allowed to reach a temperature much above 60 deg Cent.

TABLE V—RESULTS OF TESTS ON AGEING OF IRON

(From Tests by R C Clinker, London, 1896-7)

Temperature of ageing = 60 deg Cent, except where otherwise stated

The chemical analyses of these samples are given in Table IV, on page 27

Brand of Iron	Hysteresis Loss in Watts per pound at 100 Cycles per Second, and 24,000 Lines per Square Inch						Increase in 1000 Hours  per cent
	Initial Loss	After Ageing for					
		200 Hours	400 Hours	600 Hours	800 Hours	1000 Hours	
I							
Unannealed	1 00	1 00	1 00	1 00	1 00	1 00	0
Annealed	0 41	0 43	0 43	0 43	0 43	0 43	5
II							
Unannealed	0 46	0 46	0 46	0 46	0 46	0 46	0
Annealed	0 39	0 39	0 40	0 41	0 42	0 43	10
III							
Unannealed	0 38	0 38	0 38	0 38	0 38	0 38	0
Annealed	0 33	0 33	0 33	0 33	0 37	0 39	18 <sup>1</sup>
IV							
Unannealed	0 86	0 90	0 94	0 97	1 01	1 04	21
Annealed	0 42	0 50	0 58	0 66	0 74	0 83	98
V							
Unannealed	0 35	0 40	0 43	0 45	0 47	0 49	40
Annealed	0 36	0 40	45	0 50	0 53	0 55	53
VI							
Unannealed	0 65	0 71	0 83	1 00	1 09	1 19	83
Annealed	0 39	0 41	0 49	0 62	0 78	0 90	130
VII							
Unannealed	0 80	0 82	0 82	0 82	0 82	0 82	3
Annealed	0 43	0 44	0 45	0 45	0 45	0 45	6
VIII							
Unannealed	0 36	0 36	0 36	0 36	0 37	0 37	3
Annealed	0 31	0 32	0 34	0 35	0 35	0 35	13
IX	0 58	0 58	0 58	0 58	0 60	0 64	10
X	0 42	0 42	0 42	0 43	0 47	0 56	32

<sup>1</sup> Temperature raised to 90 deg after 600 hours

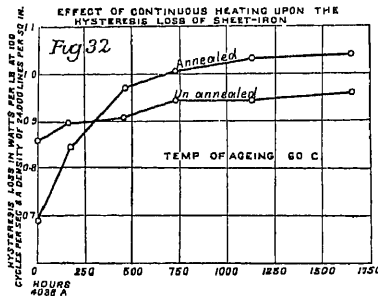
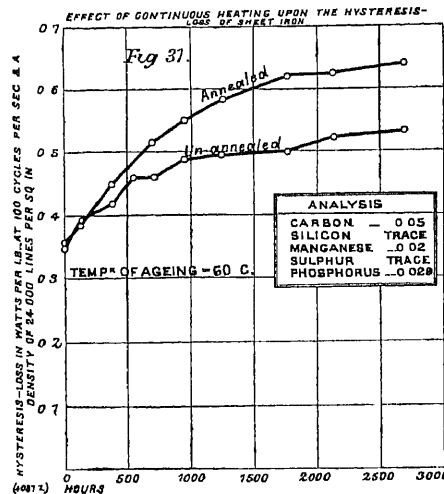
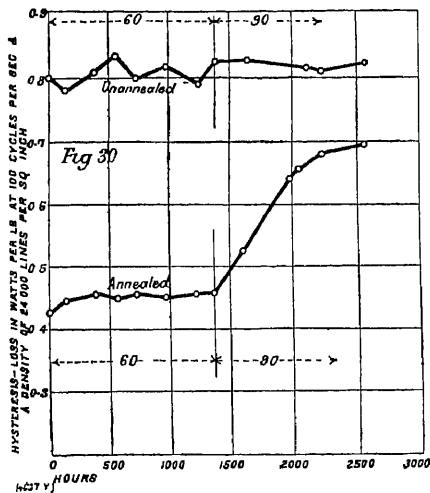
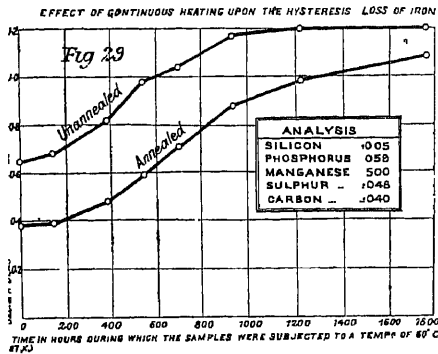
<sup>2</sup> Temperature raised to 90 deg after 650 hours

<sup>3</sup> Temperature raised to 90 deg after 670 hours



## Electric Generators

An examination of the results indicates that a rather impure iron gives the most stable result. It is believed that by annealing from a sufficiently high temperature, such impure iron may be made to have as low an initial hysteresis loss as can be obtained with the purest iron. The lower melting point of impure iron, however, imposes a limit, for such iron cannot, in order to anneal it, be brought to so high a temperature as pure iron,



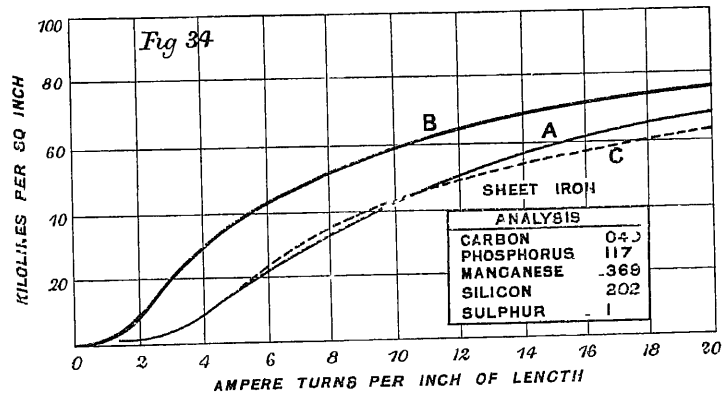
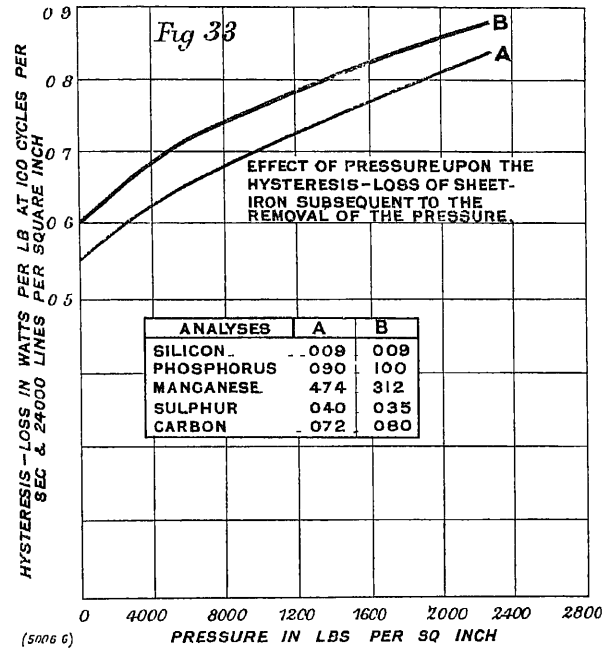
because the surface softens and the plates stick together at comparatively low temperatures.

The curves of Figs 30, 31, and 32 represent the results of interesting "ageing" tests. In Fig 30 the effect of a higher temperature upon the unannealed sample is clearly shown.

*Effect of Pressure*—Pressure and all mechanical strains are injurious even when of no great magnitude, as they decrease the permeability and increase the hysteretic loss. Even after release from pressure, the iron only partly regains its former good qualities. In the curves of Fig 33 is shown

the effect of applying pressure to two different grades of iron, the measurements having been made after the removal of the pressure

Another interesting case is that shown in the curves A, B, and C of Fig 34. These show the results of tests upon a certain sample of sheet iron, as it was received from the makers, after it had been annealed, and



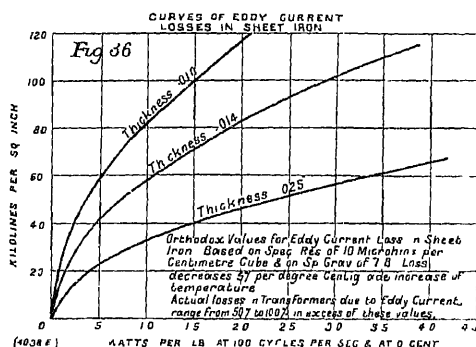
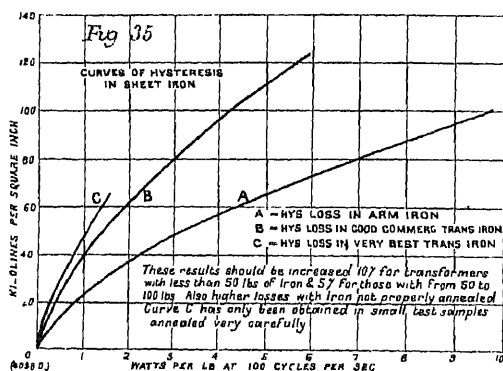
after being subjected to a pressure of 40,000 lb per square inch, respectively. It will be seen that the annealing in this case materially increased the permeability, but that subjecting the sample to pressure diminished the permeability below its original value.

The value of the hysteresis losses while the iron is still under pressure is probably much greater. Mr Mordey refers to a case in which a pressure

of 1,500 lb per square inch was accompanied by an increase of 21 per cent in the core loss. Upon removing the pressure, the core loss fell to its original value<sup>1</sup>. Re-annealing restores iron which has been injured by pressure, to its original condition.

This matter of injury by pressure, particularly so far as relates to the increase while the iron remains under pressure, is one of considerable importance, and in assembling armature and transformer sheets, no more temporary or permanent pressure should be used than is essential to good mechanical construction.

**Hysteresis Loss**—The curves of Fig 35 give values for the hysteresis losses that can be obtained in actual practice. Curve B is for sheet steel



such as should be used for transformer construction, and all iron used in transformer work should be required to comply with these values. For transformer work, iron of 0.14 in thickness is generally used.

For armature iron there is no occasion for such exacting requirements, and curve A is representative of the armature iron generally used. Iron for armatures is usually 0.25 in to 0.36 in in thickness. Curve C gives the best result yet secured by Professor Ewing. It was from a strip of transformer plate 0.13 in thick, rolled from Swedish iron<sup>2</sup>. Its analysis was

	Per Cent
Carbon	0.02
Silicon	0.032
Manganese	trace only
Phosphorus	0.020
Sulphur	0.003
Iron (by difference)	99.925

<sup>1</sup> "On Slow Changes in the Magnetic Permeability of Iron," by William M. Mordey, *Proceedings of the Royal Society*, January 17th, 1895.

<sup>2</sup> *Proceedings of the Institution of Civil Engineers*, May 19th, 1896.

This iron ages very rapidly. The iron of Fig. 28 is only 6 per cent worse initially when annealed, and at 60 deg. Cent. it does not deteriorate. Its analysis has already been given.

### EDDY CURRENT LOSSES

In sheet iron the eddy current losses should theoretically conform to the formula <sup>1</sup>

$$W = 1.50 \times t^2 \times N^2 \times B^2 \times 10^{10}$$

in which

W = watts per pound at 0 deg. Cent.

t = thickness in inches

N = periodicity in cycles per second

B = density in lines per square inch

The loss decreases 5 per cent per degree Centigrade increase of temperature. The formula holds for iron, whose specific resistance is 1.0 microhms per centimetre cube, at 0 deg. Cent., and which has a weight of 282 lb per cubic inch. These are representative values for the grades used, except that in sheet steel the specific resistance is apt to be considerably higher.

Curves giving values for various thicknesses of iron are shown in Fig. 36.

Owing possibly to the uneven distribution of the flux, particularly at the joints, the observed eddy current losses are, in transformer iron, from 50 to 100 per cent in excess of these values, even when the sheets are insulated with Japan varnish or otherwise.

*Estimation of Armature Core Losses*—With regard to the use of curve A in the estimation of armature core losses, the values obtained from curve A may for practical purposes be considered to represent the hysteresis component of the total loss. To allow for other components of the total core loss, the values obtained from curve A should be multiplied by from 1.3 to 2.5, according to the likelihood of additional losses. Briefly this large allowance for eddy current losses in armature iron is rendered necessary owing to the effect of machine work, such as turning down filing, &c., these processes being destructive to the isolation of the plate from each other.

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<sup>1</sup> For thicknesses greater than 0.25 in., magnetic screening greatly modifies the result. Regarding this, see Professor J. J. Thomson, London, *Electrician*, April 8th, 1892. Professor Ewing, London, *Electrician*, April 15th, 1892.

TABLE X — INFLUENCE OF MANGANESE

Resistance in Microhms per Centimetre Cube	C	Composition Mn	Si
17.8	0.9	0.24	0.1
22	0.9	0.95	0.1
24.5	1.2	0.83	0.2
40	1.2	1.8	0.9
66 magnetic	} 1	1.3	0.3
80 non-magnetic <sup>1</sup>			

## INSULATING MATERIALS

The insulating materials used in dynamo construction vary greatly, according to the method of use and the conditions to be withstood. The insulation in one part of a dynamo may be subjected to high electrical pressures at moderate temperatures, in another part to high temperatures and moderate electrical pressures, in still another part to severe mechanical strains. No one material in any marked degree possesses all the qualities required.

Mica, either composite or solid, has been very largely used on account of its extremely high insulating qualities, its property of withstanding high temperatures without deterioration, and its freedom from the absorption of moisture. In the construction of commutators mica is invaluable. The use of mica, however, is restricted, on account of its lack of flexibility.

Moulded mica, *i.e.*, mica made of numerous small pieces cemented together, and formed while hot, has been used to insulate armature coils as well as commutators. Its use, however, has not been entirely satisfactory, on account of its brittleness.

Composite sheets of mica, alternating with sheets of paper specially prepared so as to be moisture proof, have been found highly suitable for the insulation of armature and field-magnet coils. The following Table shows roughly the electrical properties of composite sheets of white mica —

TABLE XI

Thickness	Puncturing Voltage
0.005	3,600 to 5,860
0.007	7,800 „ 10,800
0.009	8,800 „ 11,400
0.011	11,600 „ 14,600

<sup>1</sup> In another paper by the same author are set forth results showing the influence of tempering upon the electric resistance of steel. *Comptes Rendus de l'Académie des Sciences*, June 20th, 1898.

## *Properties of Insulating Materials*

The other materials that have been found more or less satisfactory according to method of preparation and use, are linen soaked with linseed oil and dried, shellaced linen, which is a better insulator than cotton linen, but liable to be irregular in quality and brittle, oiled buckram paper, which is fairly satisfactory when baked, "press board," which shows very good qualities, and has been used with satisfaction to insulate field-magnet coils.

Where linseed oil is to be employed, the material should be thoroughly dried before applying the oil.

Red and white vulcanised fibres are made by chemically treating paper fibre. They have been used as insulators with varying success, the main objection to them being their decidedly poor mechanical qualities, so far as warping and shrinking are concerned. This is due to their readiness to absorb moisture from the air. Baking improves their insulating qualities, but renders the substance brittle. Whenever it is necessary to use this material, it should be thoroughly painted to render it waterproof. The insulating quality varies according to the thickness, but good vulcanised fibre should withstand 10,000 volts in thickness varying from  $\frac{1}{8}$  in. to 1 in., this puncturing voltage not increasing with the thickness, owing to the increased difficulty of thoroughly drying the inner part of the thick sheets.

Sheet leatheroid possesses substantially the same qualities, and is made according to the same processes as vulcanised fibre. A thickness of  $\frac{1}{16}$  in. in this material should safely withstand 5,000 volts, and should have a tensile strength of 5,000 lb. per square inch.

TABLE XII—TESTS ON SHEETS OF LEATHEROID

Thickness	Insulation Strength	
	Total Volts	Volts per Mil
$\frac{1}{16}$ in.	5,000	320
$\frac{1}{8}$	8,000	256
$\frac{3}{32}$	12,000	256
$\frac{1}{4}$	15,000	240
$\frac{5}{16}$	15,000	120
$\frac{3}{8}$	6,000	32
$\frac{1}{2}$	6,000	24

With such materials as vulcanised fibre and sheet leatheroid, an increase in thickness is not necessarily accompanied by increase in

insulation resistance, owing to the difficulty of obtaining uniformity throughout the thickness of the sheet. This is well shown in the tests of leatheroid sheets of various thicknesses, given in the preceding Table.

Hard rubber in various forms is sometimes useful, owing to its high insulating qualities. Its use is restricted, however, from the fact that at 70 deg Cent it becomes quite flexible, and at 80 deg Cent it softens.

Hard rubber should stand 500 volts per mil thickness. Sheets and bails of hard rubber should stand bending to a radius of 50 times their thickness, and tubes to a radius of 25 diameters.

Slate is used for the insulation of the terminals of dynamos, &c. Ordinarily good slate will, when baked, withstand about 5000 volts per inch in thickness.

The chief objection to slate is its hygroscopic quality, and it requires to be kept thoroughly dry, otherwise, even at very moderate voltages, considerable leakage will take place. Where practicable, it is desirable to boil it in paraffin until it is thoroughly impregnated.

Slate is, moreover, often permeated with metallic veins, and in such cases is quite useless as an insulator. Even in such cases its mechanical and fireproof properties make it useful for switchboard and terminal-board work, when re-enforced by ebonite bushings.

Marble has the same faults as slate, though to a less extent.

Kiln-dried maple and other woods are frequently used, and will stand from 10,000 to 20,000 volts per inch in thickness.

The varnishes used for electrical purposes should, in addition to other insulating qualities, withstand baking and not be subject to the action of oils. Of the varnishes commonly used, shellac is one of the most useful. There are a number of varnishes on the market, such as Insullac, P and B paint, Sterling Varnish, Armalac, &c.

One of the special insulating materials readily obtainable that has been found to be of considerable value is that known as "vulcabeston," which will withstand as high as 315 deg Cent with apparently no deterioration. This material is a compound of asbestos and rubber, the greater proportion being asbestos. Vulcabeston, ordinarily good, will withstand 10,000 volts per  $\frac{1}{2}$  in of thickness.

As results of tests, the following approximate values may be taken —

Red press-board, 03 in thick, should stand 10,000 volts. It should

bend to a radius of five times its thickness, and should have a tensile strength along the grain of 6000 lb per square inch

Red rope paper, .01 in thick, having a tensile strength along the grain of 50 lb per inch of width, should stand 1000 volts

Manilla paper, .003 in thick, and having a tensile strength along the grain of 200 lb per inch of width, should stand 400 volts

#### TESTS ON OILED FABRICS

Oiled cambric	.007 in	thick	stood from	2500 to	4500 volts
„ cotton	.003	„	„	6300 „	7000 „
„ paper	.004	„	„	3400 „	4800 „
„ „	.010	„	„	5000 volts	

A number of composite insulations are in use, consisting generally of split mica strips pasted with shellac on to sheets of some other material. The principal ones are —

1 Insulation consisting of two sheets of .005 in thick red paper, with one thickness of mica between them, the whole being shellaced together into a compound insulation .015 in thick. This stands on the average 3,400 volts

2 Combined mica and bond-paper of a thickness of .009 in had a breaking strength of from 2,000 to 3,000 volts

3 Composition of mica and canvas. Mica strips are pasted together with shellac on to a sheet of canvas, and covered with another sheet of canvas shellaced on. The mica pieces are split to be of approximately the same thickness—about .002 in—and lapped over each other for half their width, and about  $\frac{1}{8}$  in beyond, so as to insure a double thickness of mica at every point. Each row of strips is lapped over the preceding row about  $\frac{1}{2}$  in.

The sheets thus prepared are hung up and baked for 24 hours before use. The total thickness should be taken at about .048 in, using canvas .013 in. This will stand about 3,000 R M S volts

4 Composition of mica and longcloth, made up with shellac in the same manner as preceding material

5 White cartridge paper shellaced on both sides, and baked for 12 hours at 60 deg Cent. The total thickness is .012 in, and it will stand about 1,500 volts per layer

It will doubtless have been observed that the quantitative results quoted for various materials are not at all consistent. This is probably in



part due to the different conditions of test, such as whether tested by continuous or alternating current, and if by alternating current the form factor and periodicity would effect the results, and it should have been stated whether maximum or effective (R M S) voltage was referred to. Continuous application of the voltage will, furthermore, often effect a breakdown in samples which resist the strain for a short interval. It is also of especial importance that the material should have been thoroughly dried prior to testing, though on the other hand, if this is accomplished by baking, as would generally be the case, the temperature to which it is subjected may permanently affect the material. It thus appears that to be thoroughly valuable, every detail regarding the accompanying conditions and the method of test should be stated in connection with the results.

The importance of these points has only gradually come to be appreciated, and the preceding results are given for what they are worth. It is true that some tests have been made which are more useful and instructive, and various materials are being investigated exhaustively as rapidly as practicable. Such tests are necessarily elaborate and expensive and tedious to carry out, but it is believed that no simple method will give a good working knowledge of the insulating properties of the material.

TABLE XIII — SUMMARY OF QUALITY OF INSULATING MATERIALS

—	Electrical	Thermal	Mechanical	Hygroscopic
Mica	Excellent	Excellent	Poor	Excellent
Hard rubber	"	Poor	Good	Fair
Slate	Very poor	Good	"	Poor
Marble	Good	"	"	"
Vulcanbeston	Fair	Excellent	"	Good
Asbestos	Good	"	Poor	"
Vulcanised fibre	"	Good	"	Poor
Oiled linen	Excellent	Fair	Fair	Fair
Shellaced linen	Good	,	Poor	Poor

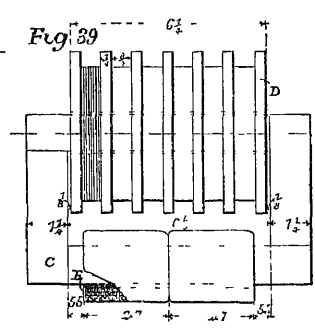
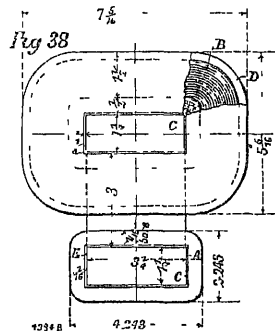
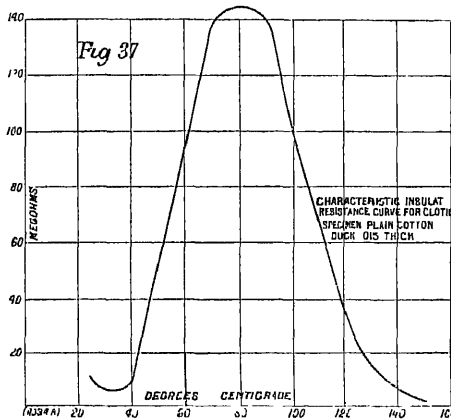
#### EFFECT OF TEMPERATURE UPON INSULATION RESISTANCE

The resistance of insulating materials decreases very rapidly as the temperature increases, except in so far as the high temperature acts to expel moisture. Governed by these considerations, it appears that the apparatus should, so far as relates to its insulation, be run at a sufficiently high temperature to thoroughly free its insulation from moisture. The

great extent of these changes in insulation resistance is very well shown in the accompanying curve (Fig 37) taken from an investigation by Messrs Sever, Monell and Perry<sup>1</sup>. It shows for the case of a sample of plain cotton duck, the improvement in insulation due to the expulsion of moisture on increasing the temperature, and also the subsequent deterioration of the insulation at higher temperatures.

### DESCRIPTION OF INSULATION TESTING METHODS FOR FACTORIES

The subject of testing insulating materials can be approached in two ways, having regard either to the insulation resistance or to the disruptive



strength. Messrs Sever, Monell and Perry, in the tests already alluded to, measured the former, but for practical purposes the latter is often preferable.

Various methods of testing insulating materials have been devised from time to time, but after many experiments on different lines the following has been evolved, and has been found very suitable for investigations in factory work. The apparatus required consists of —

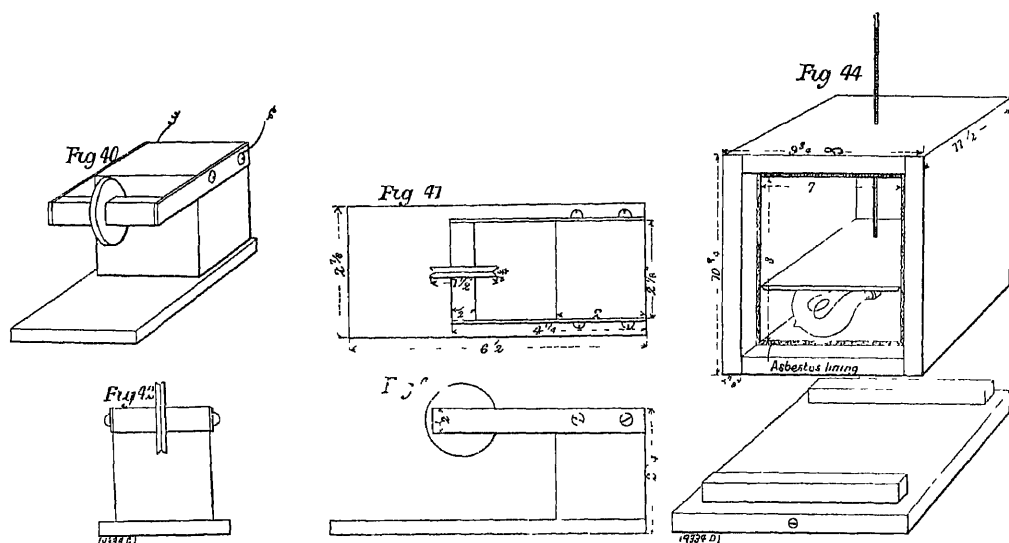
1. A special step-up transformer for obtaining the high potential from the ordinary alternating current low potential circuits. The design of this transformer is illustrated in Figs 38 and 39, which are fully dimensioned.

<sup>1</sup> "Effect of Temperature on Insulating Materials," American Institute of Electrical Engineers, May 20th, 1896

2 A water rheostat for regulating the current in the primary of the transformer This consists of a glass jar, containing two copper plates immersed in water, the position of the upper one being adjustable

3 A Kelvin electrostatic voltmeter, of the vertical pattern, for measuring the effective voltage on the secondary of the transformer

4 A testing board for holding the sample to be tested This, as shown in Figs 40 to 43, consists of two brass discs  $\frac{1}{8}$  in thick and  $1\frac{1}{2}$  in in diameter, the inside edges of which are rounded off to prevent an excess of intensity at these points These are pressed together against the sample by two brass strips, which also serve to apply the voltage to the



discs The pressure between the discs is just enough to hold the sample firmly

5 An oven for keeping the sample at the required temperature It consists (as shown in Fig 44) of a wooden box containing a tin case There should be an inch clearance between the two, which should be tightly filled with asbestos packing all round, except at the front where the doors are The tin case is divided horizontally by a shelf, which supports the testing board, while beneath is an incandescent lamp for heating the oven Holes are drilled at the back to admit the high potential leads and lamp leads, and there is a hole in the top to admit a thermometer.

Adjustment of the temperature is made by having a resistance in series with the lamp, the amount of which can be adjusted till enough heat is generated to keep the temperature at the required value

## DESCRIPTION OF STEP-UP TRANSFORMER

*Core* —The core is of the single magnetic circuit type, and is built up of iron punchings  $1\frac{1}{4}$  in by  $7\frac{3}{4}$  in, and  $1\frac{1}{4}$  in by  $4\frac{1}{4}$  in, for sides and ends respectively, and .014 in thick. Every other plate is japanned, and the total depth of punchings is  $3\frac{1}{4}$  in, giving with an allowance of 10 per cent for lost space, a net depth of iron of 2.92 in, and a net sectional area of 3.65 square inches. With an impressed E M F of form factor = 1.25, the density is 36.4 kilolines per square inch.

The primary and secondary coils are wound on opposite sides of the core on the longer legs.

*Primary Coils* —The primary consists of two coils form-wound, and these were slipped into place side by side. The conductor is No. 13 S W G bare = .092 in in diameter. Over the double cotton covering it measures .103 in, the cross-section of copper being .0066 square inch. Each coil consists of 75 turns in three layers, giving a total of 150 primary turns.

*Secondary Coils* —The secondary is wound in six sections on a wooden reel, with flanges to separate the sections, as shown in Figs. 38 and 39. The conductor is No. 33 S W G bare, .010 in in diameter. Over the double silk covering it measures .014 in, the cross-section of copper being .000079 square inch. Each coil consists of 1,600 turns, giving a total of 9,600 secondary turns.

*Insulation* —The primary coils are wrapped with a layer of rolled tape (white webbing) 1 in by .018 in half-lapped and shellaced before being put on the core, they are slipped over a layer of "mica-canvas" on the leg. The secondary coils are wound direct on the wooden reel, which is shellaced, they are covered outside with two or three layers of black tape (1 in by .009 in), shellaced.

*Advantage of this Type for Insulation Tests* —By having the primary and secondary on different legs, the advantage is gained that, even on short circuit, no great flow of current occurs, because of the magnetic leakage.

*Connection Boards* —The transformer is mounted on a teak board, on which are also placed the secondary connection posts, as shown in Fig. 45. The primary leads are brought to another teak board, which is for convenience mounted on the top of the transformer. This board is fitted with fuses.

A number of samples may be tested simultaneously by connecting the testing boards in parallel, as shown in the diagram of connections given in Fig 45. A is a single-pole switch in the main secondary circuit, and B, B, B are single-pole switches in the five branches.

The method of test is as follows. A number of samples 4 in square are cut from the material to be tested, and are well shuffled together. Five samples are taken at random, placed between the clips of the testing boards within the ovens, and brought to the temperature at which the test is to be made. They should be left at this temperature for half an hour before test.

The apparatus may, of course, be modified to suit special requirements, but, as described, it has been used and found suitable for investigations on the disruptive voltage of various materials.

As an example of such an investigation, we give one in Table XIV that was made to determine the effect of different durations of strain and different temperatures on the disruptive strength of a composite insulation known as mica-canvas.

Two hundred samples, measuring 4 in by 4 in, were cut and well shuffled together, in order to eliminate variations of different sheets. Before test, all samples were baked for at least 24 hours at 60 deg Cent.

#### METHOD OF TEST

Five samples were placed between the clips of the testing boards, and the voltage on the secondary adjusted by the water rheostat to 2,000 volts, as indicated by a static voltmeter. Switch A was open and switches B, B, B closed (Fig 45). Switch A was now closed for five seconds, and if no sample broke down the voltage was raised to 3,000, and Switch A again closed for five seconds. This application of the voltage is practically only momentary, as the capacity current of the samples brings down the voltage slightly because of magnetic leakage in the transformer, five seconds not being a long enough interval to admit of re-adjusting the pressure to the desired value.

When any sample broke down, as indicated by the voltmeter needle dropping back to zero, it was disconnected from the circuit by its switch, B, it being easy to determine which sample had broken down by lifting switches B, B, B, one by one, till one of them drew out an arc.

### *Insulation Tests.*

The remaining samples were then subjected to the next voltage, and so on until all five samples had broken down

TABLE XIV—INSULATION TESTS, MICA-CANVAS

*Temperature 25 deg Cent*

Effective Voltage Imprss'd	Duration 5 Seconds					Duration 10 Minutes					Duration 30 Minutes			
	Number of Samples Unpierced					Number of Samples Unpierced					Number of Samples Unpierced			
					per cent					per cent				
2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5
4000	5	5	4	5	95	5	5	5	5	100	5	3	3	3
4500	5	5	4	5	95	4	2	5	5	80	5	2	2	3
5000	4	5	4	5	90	1	1	3	3	40	4	1	1	1
5500	4	4	3	5	80	0	0	3	2	25	2	0	0	0
6000	3	2	2	3	50	0	0	2	1	15	2	0	0	0
6500	3	1	2	1	35	0	0	2	0	10	1	0	0	0
7000	1	0	1	0	10	0	0	1	0	5	1	0	0	0
7500	0	0	1	0	5	0	0	0	0	0	1	0	0	0
8000	0	0	1	0	5	0	0	0	0	0	1	0	0	0

*Temperature 60 deg Cent*

2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5
4000	5	3	5	4	85	4	2	2	5	65	1	4	2	4
4500	5	3	5	3	80	1	2	2	3	40	1	3	2	4
5000	3	2	5	2	60	1	1	2	2	30	0	3	1	4
5500	1	2	5	1	45	0	0	1	0	5	0	3	0	2
6000	0	0	5	1	30	0	0	0	0	0	0	1	0	1
6500	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7500														
8000														

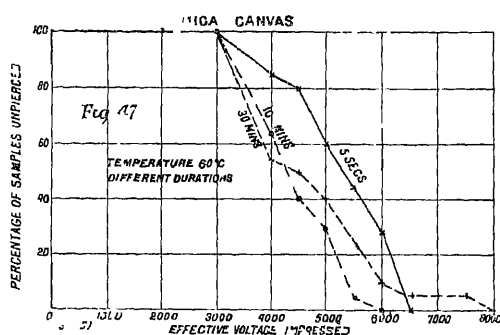
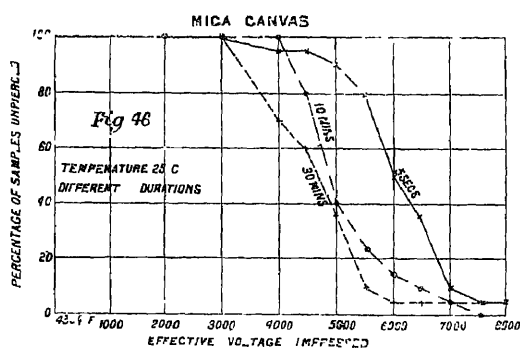
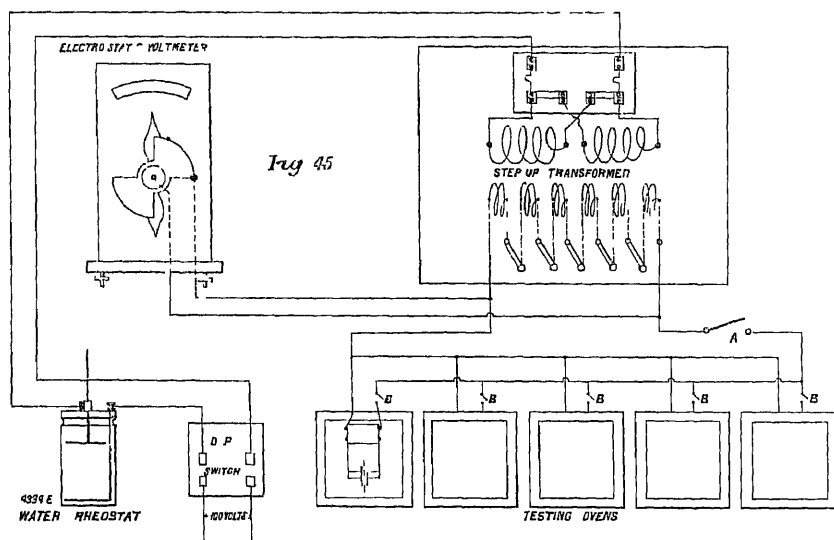
*Temperature 100 deg Cent*

2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5
3000	5	5	5	5	100	5	4	5	5	100	5	5	5	5
4000	4	5	5	4	90	4	4	5	5	90	2	5	0	4
4500	4	5	4	4	85	3	3	3	3	60	1	3	0	2
5000	2	5	3	4	70	2	2	3	2	45	1	0	0	0
5500	1	5	2	3	55	1	1	2	2	30	0	0	0	0
6000	1	3	1	2	35	1	1	1	0	15				
6500	0	1	0	1	10	1	0	0	0	5				
7000	0	0	0	0	0	0	0	0	0	0				
7500														

A series of four tests, as above, were taken, making a total of twenty samples tested under the same conditions

A set of twenty samples was tested with the impressed voltage kept constant for ten minutes, and another set, in which it was kept constant for thirty minutes

A complete series of tests was made under the above three conditions—at three different temperatures—25 deg Cent, 60 deg Cent, and 100 deg Cent. The samples were left in ovens for at least half



an hour, at approximately the right temperature, before being tested. The temperature during test did not vary more than 10 per cent.

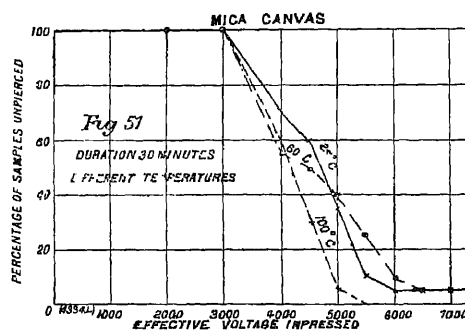
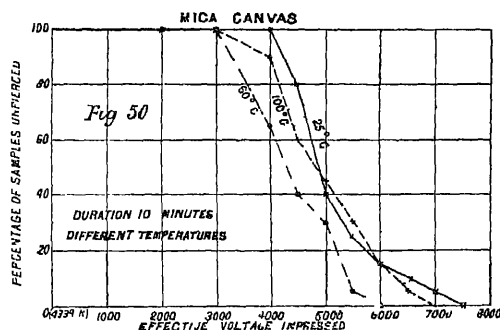
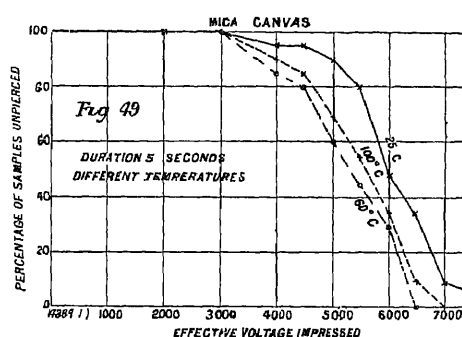
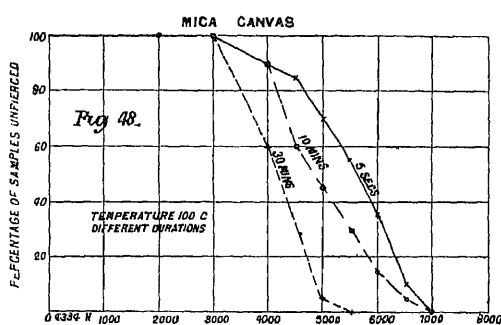
The results of these tests are given in the Table above, and they are plotted as curves in Figs 46 to 51, the effective (R M S) voltage impressed as abscissæ, and the percentage of samples not broken down at that voltage as ordinates. In Figs 46, 47, and 48 curves are plotted for same temperatures and different durations, while in Figs 49,

## Insulation Tests of Materials

50, and 51 they are plotted for different temperatures for the duration

As the form of the electromotive force wave would affect the res and as it was impracticable to keep account of the same, the cur being supplied by Thomson-Houston and Brush alternators run in parallel and at various loads, the effects were eliminated as much possible by making tests on different sets of samples on different da

It is evident from the results obtained that 3000 R M S v

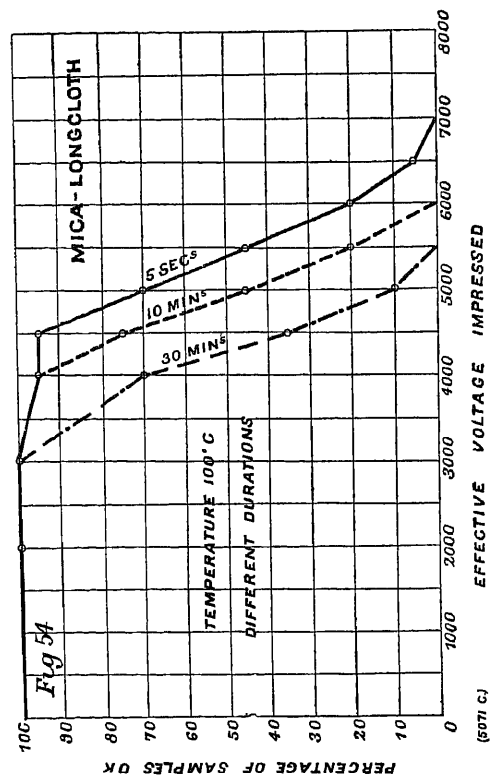
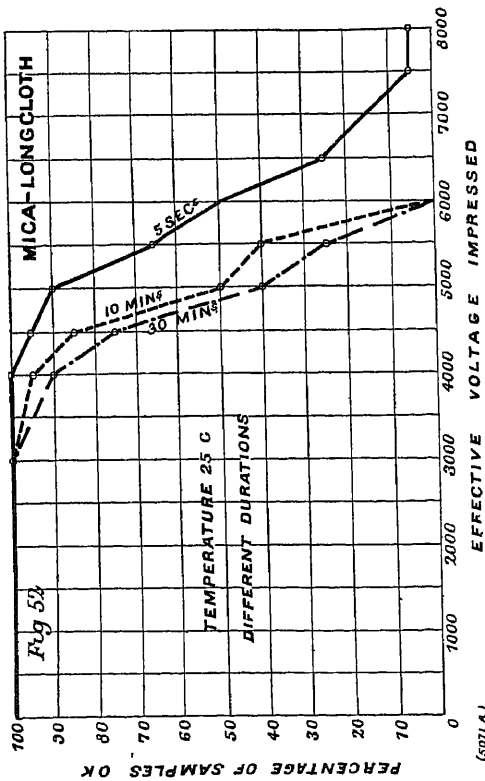
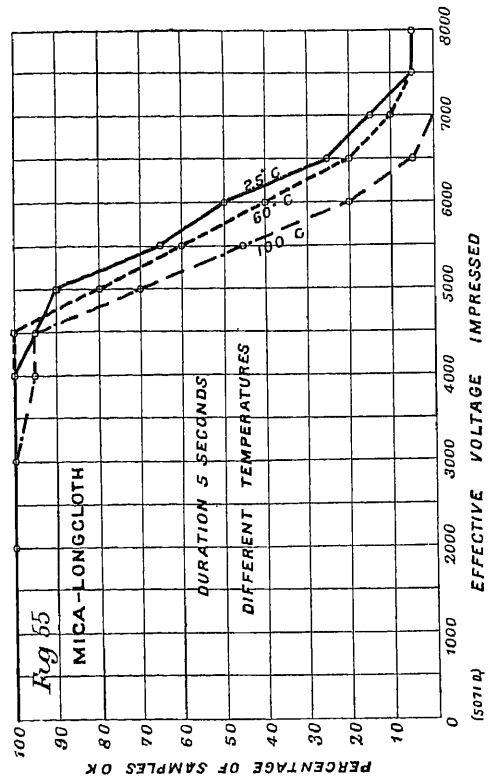
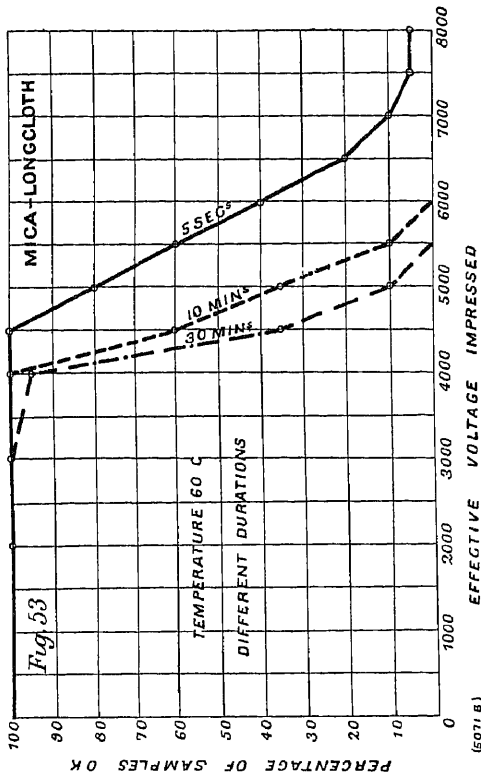


is the limit of safe-working voltage of this material under all conditic tried

It would also appear from curves in Figs 46, 47, and 48, tl with the momentary application of the voltage, the material does n have time to get so strained as for a longer duration of the appl voltage, and that between the ten-minute and thirty-minute durations t difference is not so marked

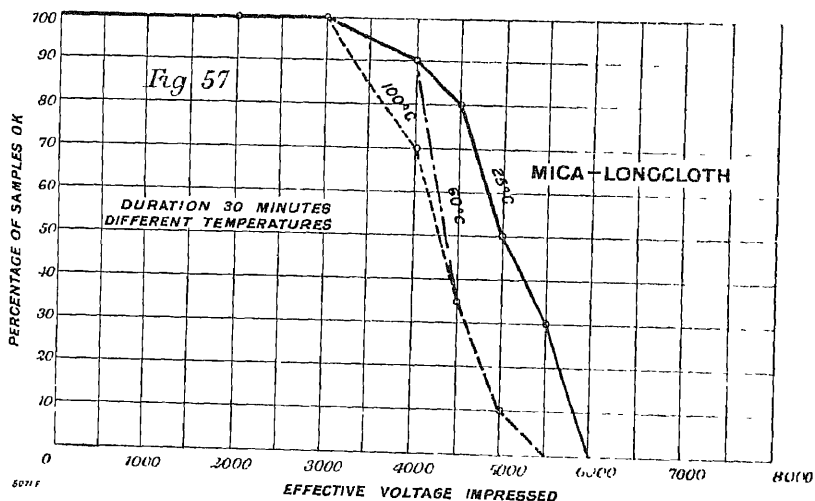
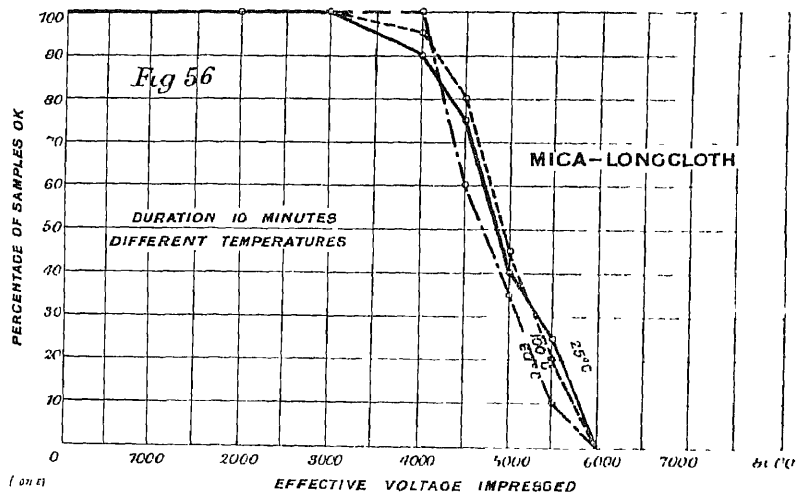
From curves in Figs 49, 50, and 51, it seems that in the case this material the temperature does not have much effect on the disru tive voltage, although at 60 deg and 100 deg the shellac becom softened, and the sample may be bent back on itself without cracking





## *Insulation Tests of Materials*

A corresponding set of tests was made on material called "mica cloth," which differed from the "mica-canvas" only in the nature of the upon which the mica was mounted. The "long-cloth" is an inexpensive grade of linen serving merely as a structure upon which to build the material. The mode of manufacture is the same as that of "mica-canvas," ex



that the sheets of "long-cloth" are first impregnated with shellac and the dried. The mica is then put on in the same manner as with the "mica canvas." The "long-cloth" is .0052 in thick, and the mica varies from .001 in to .009 in, but averages .002 in. The total thickness of the "mica long-cloth" completed, averages .025 in. This includes two sheets of "mica long-cloth," with interposed mica, the mica having everywhere at

least a double thickness When made up, the sheets were placed for three or four hours in an oven at 60 deg Cent The sheets were then cut up into samples measuring 4 in by 4 in, and were again baked for twenty-four hours before testing

TABLE XV — MICA LONG-CLOTH  
Temperature, 25 deg Cent

Effective Voltage Impressed	Duration 5 Seconds					Duration 10 Minutes					Duration 30 Minutes				
	Number of Samples O K					Number of Samples O K					Number of Samples O K				
2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
4000	5	5	5	5	100	4	4	5	5	90	5	5	4	5	95
4500	4	5	5	5	95	4	3	3	5	75	4	5	3	5	85
5000	4	5	5	4	90	3	2	1	2	40	2	1	3	4	50
5500	3	2	5	3	65	2	1	1	1	25	0	0	2	1	30
6000	2	2	4	2	50	0	0	0	0	0	0	0	0	0	0
6500	0	2	2	1	25	0	0	0	0	0	0	0	0	0	0
7000	0	2	1	0	15	0	0	0	0	0	0	0	0	0	0
7500	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0
8000	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0

Temperature, 60 deg Cent

2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
4000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
4500	5	5	5	5	100	3	3	1	5	60	2	2	1	2	35
5000	4	4	3	5	80	1	2	1	3	35	0	2	0	0	10
5500	3	4	2	3	60	0	0	0	2	10	0	0	0	0	0
6000	1	3	2	2	40	0	0	0	0	0	0	0	0	0	0
6500	1	2	0	1	20	0	0	0	0	0	0	0	0	0	0
7000	1	1	0	0	10	0	0	0	0	0	0	0	0	0	0
7500	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0
8000	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0

Temperature, 100 deg Cent

2000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	100
4000	5	4	5	5	95	5	5	4	5	95	5	3	3	3	70
4500	5	4	5	5	95	4	4	2	5	75	4	0	3	0	35
5000	4	3	4	3	70	3	1	2	3	45	1	0	1	0	10
5500	3	2	3	1	45	2	0	2	0	20	0	0	0	0	0
6000	1	1	1	1	20	0	0	0	0	0	0	0	0	0	0
6500	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0
7000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

The results which are given in the Table and plotted as curves, show much the same character as those for "mica-canvas," the limit of safe working being about 3,000 R M S volts as before The results as plotted

# *Insulation Tests of Materials*

in the curves support the former conclusion, that with five seconds du of the application of the voltage, the material is not so much strain by longer applications. As before, also, the temperature does not app affect the disruptive voltage.

These tests show the material to be quite as good electrically as " canvas," nothing being gained by the extra thickness of the latter. "mica-canvas" and the "mica long-cloth" had the same thickness of 1 but the canvas is so much thicker than the "long-cloth" as to make total thickness of the "mica-canvas" .048 in., as against a thicknes only .025 in. for the "mica long-cloth." The insulation strengt evidently due solely to the mica.

TABLE XVI—SHELLAC'D PAPER (Two Sheets)  
*Temperature, 25 deg Cent*

Effective Voltage Impressed	Duration, 5 Seconds					Duration, 10 Minutes					Duration, 30 Minutes				
	Number of Samples O K					Number of Samples O K					Number of Samples O				
2500	5	5	5	5	100	5	5	5	5	100	5	5	5	5	
3000	5	5	5	5	100	5	5	5	5	100	5	5	5	5	
3500	4	4	4	4	80	4	5	2	3	70	4	1	2	5	
4000	3	2	3	3	55	3	2	1	1	35	0	1	0	0	
4500	2	1	2	1	30	1	0	0	0	5	0	0	0	0	
5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

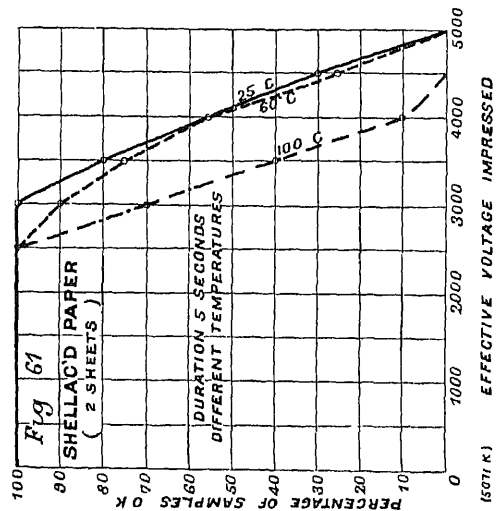
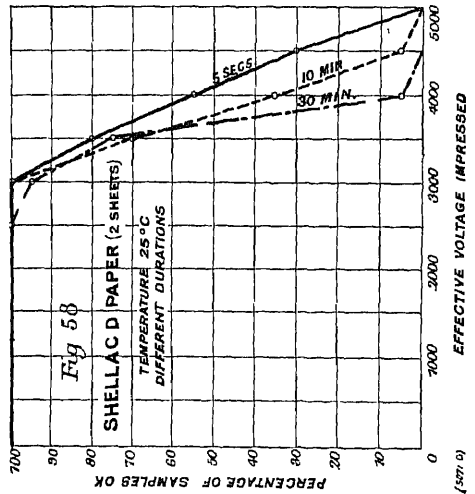
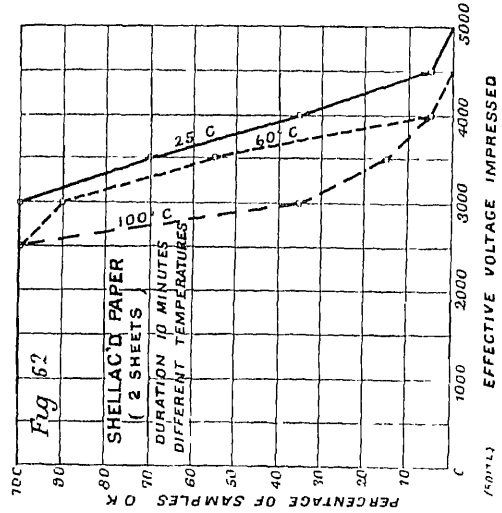
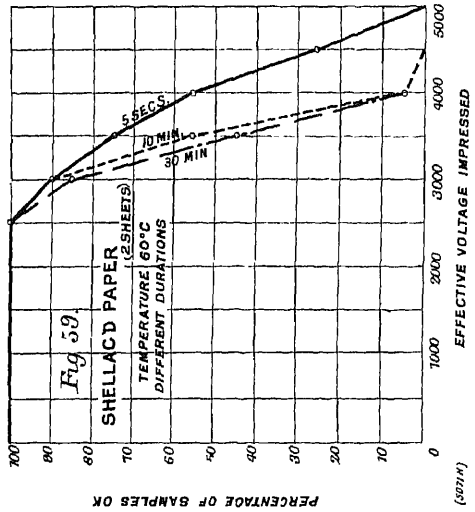
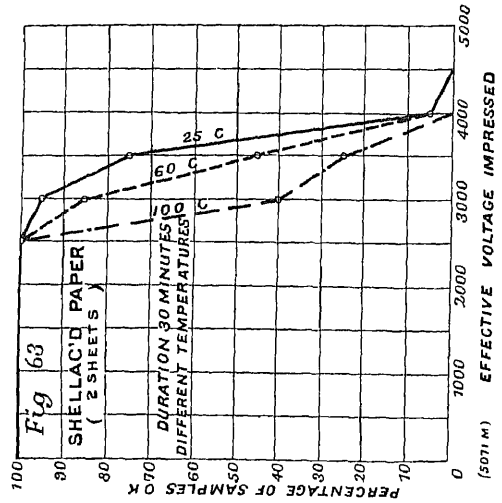
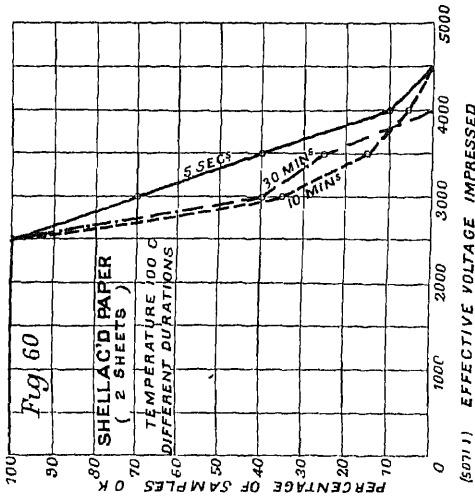
  

<i>Temperature, 60 deg Cent</i>															
2500	5	5	5	5	100	5	5	5	5	100	5	5	5	5	1
3000	4	5	4	5	90	5	3	5	5	90	4	1	1	5	
3500	4	4	3	4	75	2	3	3	3	55	2	2	3	2	
4000	2	3	3	3	55	1	0	0	0	5	0	0	0	1	
4500	1	2	0	2	25	0	0	0	0	0	0	0	0	0	
5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

<i>Temperature, 100 deg Cent</i>															
2500	5	5	5	5	100	5	5	5	5	100	5	5	5	5	10
3000	3	3	4	4	70	2	2	1	2	35	1	3	2	2	
3500	2	1	3	2	40	2	0	1	0	15	1	2	0	2	
4000	0	0	1	1	10	1	0	0	0	5	0	0	0	0	
4500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

In the following set of tests the same method of procedure w employed, the material in this case being so-called "Shellac'd Paper" which consists of cartridge paper about .010 in thick, pasted with shell on both sides and then thoroughly baked. The average thickness wh finished is about .012 in. This material is often used as insulation betwee layers of the windings of transformers, in thicknesses of from one to thre



## Insulation Tests of Materials

sheets, according to the voltage per layer. It was found convenient to test two sheets of the material together, in order to bring the voltage within the range of the voltmeter. The use of two thicknesses of material was intended to produce more uniform results. As will be seen, the duration of the application of the voltage, and the temperature up to 100 degrees Cent exert a slight but definite influence upon the results. But at 100 degrees Cent the shellac becomes quite soft.

The tests show that this material withstands a little over 1000 volts per single sheet, although in employing it for construction, a safety of two or three should be allowed under good conditions, and a higher factor for the case of abrupt bends and other unfavourable conditions.

Further tests showed the disruptive strength of this material proportional to the number of sheets

Curves and Tables are given below of the results obtained in tests on a material known as "Red Paper" It is 0058 in thick, a fibrous nature, and mechanically strong, hence especially in conjunction with mica, to strengthen the latter

TABLE XVII—RED PAPER (FOUR SHEETS)

Temperature, 25 deg Cent

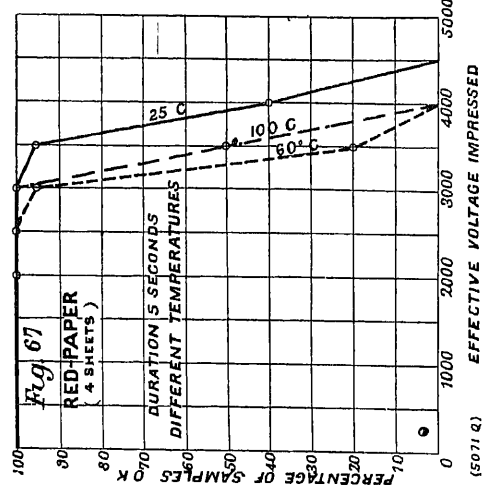
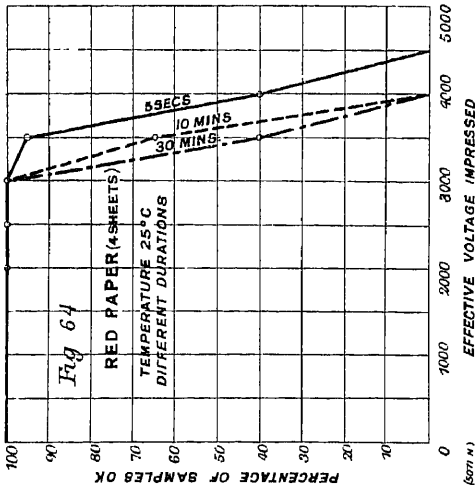
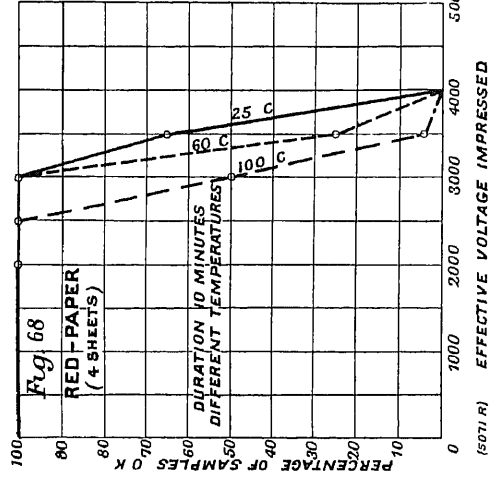
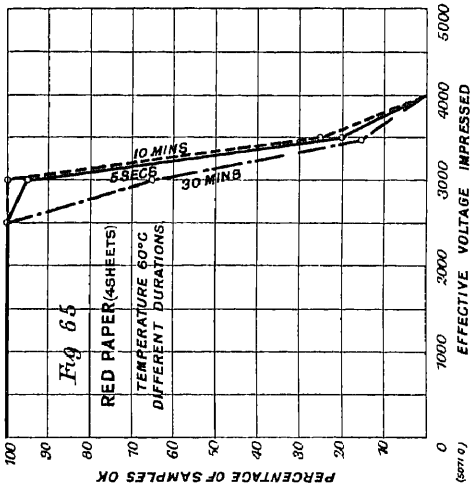
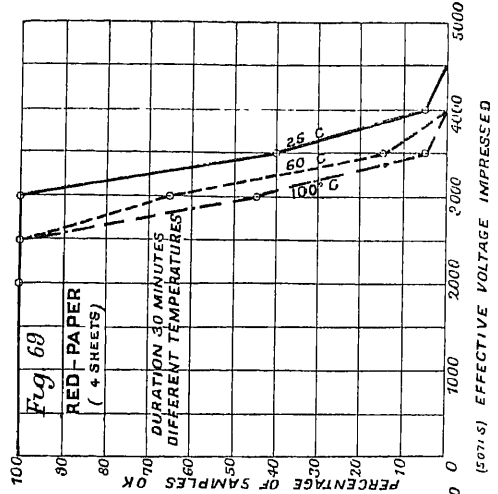
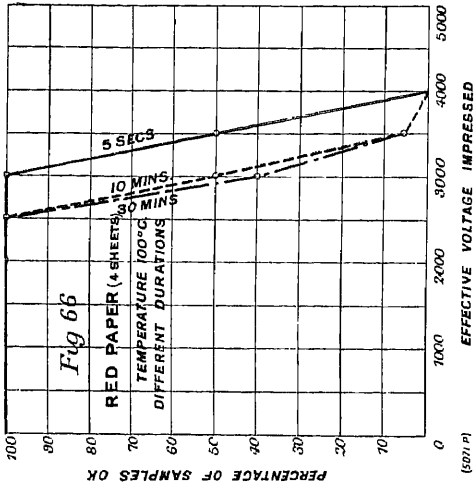
Effective Voltage Impressed	Duration 5 Seconds					Duration 10 Minutes					Duration 30 Minutes		
	Number of Samples O K					Number of Samples O K					Number of Samples O K		
2500	5	5	5	5	Pct Cent 100	5	5	5	5	Pct Cent 100	5	5	5
3000	5	5	5	5	100	5	5	5	5	100	5	5	5
3500	5	4	5	5	95	3	4	5	1	65	2	4	2
4000	4	0	1	3	40	0	0	0	0	0	1	0	0
4500	0	0	0	0	0	0	0	0	0	0	0	0	0
5000	0	0	0	0	0	0	0	0	0	0	0	0	0

Temperature, 60 deg Cent

2500		5		5		5		5		5		5
3000		5		5		4		95		5		5
3500		0		1		2		1		20		3
4000		0		0		0		0		0		0
4500		0		0		0		0		0		0
5000		0		0		0		0		0		0

Temperature, 100 deg Cent

[illegible]



### *Insulation Tests of Materials*

The method of test was the same as that employed in the case of preceding set of tests on "Shellac'd Paper," and for the reasons set forth in those tests, it was found in this case convenient to test four sheets of the material together.

An examination of the curves and Tables will show that the limit safe working is 2,500 R M S volts for four sheets, or 625 volts for a single sheet, other tests having been made which showed the breakdown pressure to be proportional to the number of sheets.

It also appears from the curves, that "Red Paper" has a more uniform insulation strength than the materials previously tested. As in the case of "Shellac'd Paper," it showed weakening of the insulation at a temperature of 100 deg. Cent.

From tests such as the four sets just described, very definite conclusions may be drawn. For instance, if it were desired to use "mica-canvas" as the chief constituent of the main insulation of a 2,000 volt transformer which should withstand an 8,000 volt breakdown test, between primary and secondary, for one half hour, three layers of this composite insulation would be sufficient and would probably be inserted, though the chances would be in favour of its withstanding a 10,000 or 12,000 volt test if due attention is given to guarding against surface leakage, bending and cracking and bruising of insulation, and other such matters. A comparison with the tests on "mica long-cloth," would, however, show that a given insulation strength could be obtained with a much thinner layer.

There are on the market patented composite materials giving still better results. But they are expensive, and hence it is often impracticable to use them.

In designing electrical machinery, similar tests of all insulation material to be used should be at hand, together with details of their mechanical, thermal, and other properties, and reasonable factors of safety should be taken.

Armature coils are often insulated by serving them with linen or cotton tape wound on with half-lap. A customary thickness of tape is .007 in., and the coil is taped with a half over-lap, so that the total thickness of the insulation is .014 in. The coils are then dipped in some approved insulating varnish, and baked in an oven at a temperature of about 90 deg cent. These operations of taping, dipping, and drying, are repeated a number of times, until the required amount of insulation is obtained. It has been found in practice that a coil treated in this manner



and with but three layers of .007-in tape (wound with half over-lap), dipped in varnish twice after the first taping, once after the second, and twice after the third, *i.e.*, five total dippings, and thoroughly baked at 90 deg cent after each dipping in varnish, withstands a high potential test of 5,000 R M S volts, which is considered sufficient for machines for not over 600 volts. Armature coils insulated in the above manner are generally placed in armature slots lined with an oil-treated cardboard of about .012 in in thickness, but this contributes but little to the insulation strength, serving rather to protect the thin skin of varnish from abrasion when forcing the coil into the armature slot. In this treatment of the coils, great care must be taken to see that the taping be not more than one half over-lap, and that the varnish does not become too thick through evaporation of the solvent. All coils should be thoroughly dried and warmed before dipping, as the varnish will then penetrate farther into them. The slot parts of coils are dipped in hot paraffin and the slots lined with oil- or varnish-treated cardboard, to prevent abrasion of the insulations. The greatest of care should be used in selecting insulating varnishes and compounds, as many of them have proved in practice to be worthless, a vegetable acid forming in the drying process, which corrodes the copper through the formation of acetates or formates of copper which in time lead to short-circuits in the coil. Some excellent preparations have then effectiveness impaired by unskilful handling. If, for instance, the first coat of the compound is not thoroughly dried, the residual moisture corrodes the copper and rots the insulations. By far the best method of drying is by the vacuum hot oven. By this method, the coils steam and sweat, and all moisture is sucked out. A vacuum oven, moreover, requires a much lower temperature, consequently less steam, and very much less time. Such an oven is almost a necessity where field spools have deep metal flanges, for in the ordinary oven, in such cases, the moisture simply cooks and steams, but does not come out. Cases have occurred where spools have been kept in an ordinary drying oven for ten days at a temperature of 90 deg cent, and then the spools had to be further dried with a heavy current to sweat the moisture out. Field spools may be treated with tape and varnished in the same manner as armature coils, thus doing away with the needless metal flanges, and also saving space.

As further instances of taping and varnishing, may be cited the cases of some coils treated with the same kind of tape and varnish as already described. In one case, a half over-lapped covering of .007-in

tape, giving a total thickness of 0.14 in., had seven successive dippings and bakings, resulting in a total thickness of tape and varnish of 0.35 in. Coils thus insulated withstood 6,000 R M S volts. An insulation suitable for withstanding 15,000 R M S volts consists in taping four times with half over-lap, and giving each taping three coats of varnish, making in all, eight layers of 0.07-in. tape, and 12 layers of varnish. The total thickness of insulation was then about 0.9 in. The quality of the tape, the thickness of the varnish, and the care in applying and drying the varnish, play an important part.

One disadvantage of this method of insulating armature coils by taping and impregnating with varnish and baking, consists in the brittleness of the covering, and a coil thus treated should preferably be warmed before pressing it into place on the armature.

Other methods of treating coils, such as dipping the slot part of the coil in shellac and then pressing it in a steam-heated press form, thus baking the slot part hard and stiff, have the advantage of rendering the coils less liable to damage in being assembled on the armature, and also make the coils more uniform in thickness. Coils thus pressed are subsequently taped and dipped in the way already described.

Coils may be treated in a vacuum, to a compound of tar and linseed oil, until they become completely impregnated. They are then forced into shape under high pressure. Coils thus prepared cannot be used in rotating armatures, as the centrifugal force tends to throw the compound out.

## ARMATURE WINDINGS

### CONTINUOUS-CURRENT ARMATURE WINDINGS

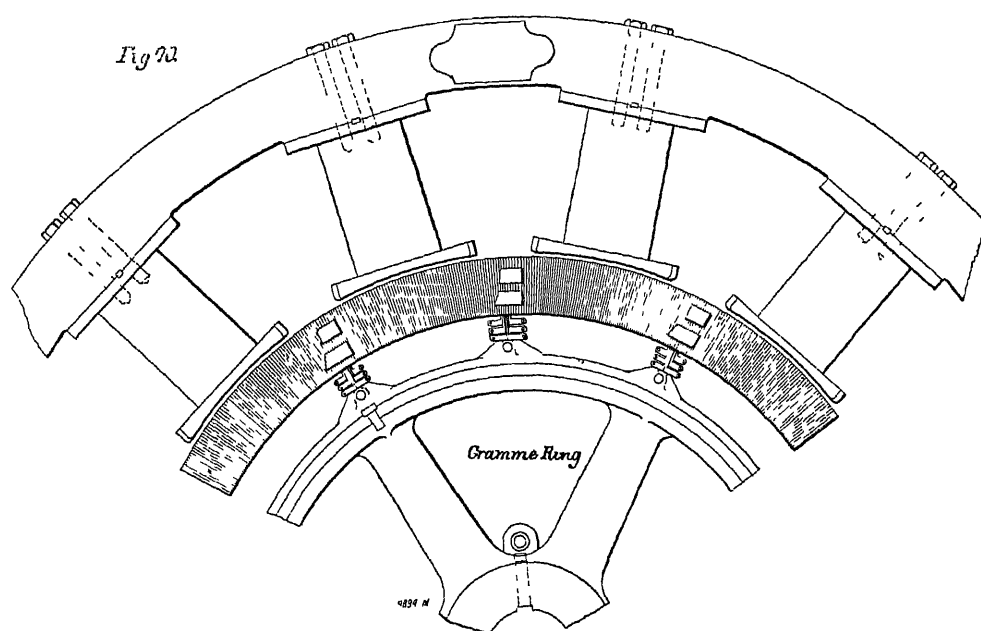
In the design of dynamo machines a primary consideration is with respect to the armature windings. Many types have been, and are, at present employed, but the large continuous-current generators now most extensively used for power and lighting purposes, as well as in the numerous other processes where electrical energy is being commercially utilised on a large scale, are constructed with some one of a comparatively small number of types of winding. Although the many other types may be more or less useful in particular cases, it will not be necessary for our present purpose to treat the less-used types.

The windings generally used may be sub-divided into two chief classes—one, in which the conductors are arranged on the external surface of a cylinder, so that each turn includes, as a maximum, the total magnetic flux from each pole, termed drum windings, the other, in which the conductors are arranged on and threaded through the interior of a cylinder, so that each turn includes as a maximum only one-half of the flux from each magnet pole, this is known as the Gramme, or ring winding.

One of the chief advantages of the Gramme winding is that the voltage between adjacent coils is only a small fraction of the total voltage, while in drum-wound armatures the voltage between adjacent armature coils is periodically equal to the total voltage generated by the armature. On account of this feature, Gramme windings are largely used in the armatures of arc-light dynamos, in which case the amount of space required for insulation would become excessive for drum windings. There is also the practical advantage that Gramme windings can be arranged so that each coil is independently replaceable.

Gramme-ring windings have been used with considerable success in large lighting generators, the advantage in this case being that the armature conductors are so designed that the radial ends of each turn at one side of the armature are used as a commutator, and with a given number of conductors on the external surface of the cylinder, the number of the commutator bars is twice as great as in the drum-wound armature—an important

feature in the generation of large currents. Having one commutator segment per turn, the choice of a sufficient number of turns keeps the voltage per commutator segment within desirably low limits. The use of a large number of turns in such cases, while permitting the voltage per commutator segment to be low, would entail high armature reaction, manifested by excessive demagnetisation and distortion, if the number of poles should be too small, but by the choice of a sufficiently large number of poles, the current per armature turn may be reduced to any desired extent. While it is necessary to limit the armature strength in this way, the cost



of the machine is at the same time increased, so that commercial considerations impose a restriction.

Fig 70 is an outline drawing of the armature and field of a 12-pole 400-kilowatt Gramme-ring lighting generator, of the type just described. Machines of this type have been extensively used in large central stations in America, and it is one of the most successful types that have ever been built.

In small machines where, instead of two-face conductors, there is often a coil of several turns between adjacent commutator segments, the Gramme ring is, on the score of mechanical convenience, inferior to the drum winding, since, in the case of the latter, the coils may be wound upon a form, and assembled afterwards upon the armature core. This is only made

practicable in the case of a Gramme ring, by temporarily removing a segment of the laminated core. This plan has obvious disadvantages.

These two practical classes of windings, Gramme ring and drum, may be subdivided, according to the method of interconnecting the conductors, into "two-circuit" and "multiple-circuit"<sup>1</sup> windings. In the two-circuit windings, independently of the number of poles, there are but two circuits through the armature from the negative to the positive brushes, in the multiple circuit windings, there are as many circuits through the armature as there are poles.

Making comparison of these two sub-classes, it may be stated that in the two-circuit windings the number of conductors is, for the same voltage, only  $2/N$  times the number that would be required with a multiple-circuit winding,  $N$  being the number of poles, hence a saving is effected in the labour of winding and in the space required for insulation. This last economy is frequently of great importance in small generators, either lessening the diameter of the armature or the depth of the air gap, and thereby considerably lessening the cost of material.

It has been stated that Gramme-ring armatures have the advantage that only a small fraction of the total voltage exists between adjacent coils. This is only true when the Gramme armature either has a multiple-circuit winding, or a certain particular type of two-circuit winding, known as the Andrews winding, *i.e.* the long-connection type of two-circuit Gramme-ring winding. This reservation having been made for the sake of accuracy, it is sufficient to state that multiple-circuit Gramme-ring windings are the only ones now used to any extent in machines of any considerable capacity, and, as already stated, these possess the advantage referred to, of having only a small fraction of the total voltage between adjacent coils.

### DRUM WINDINGS

In the case of drum windings, it is obvious that all the connections from bar to bar must be made upon the rear and front ends exclusively, it not being practicable, as in the case of Gramme-ring windings, to bring connections through inside from back to front. From this it follows that the face conductors forming the two sides of any one coil must be situated in fields of opposite polarity, so that the electromotive forces generated in

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<sup>1</sup> This term applies to single armature windings.

the conductors composing the turns, by their passage through their respective fields, shall act in the same direction around the turns or coils

Bipolar windings are, in some cases, used in machines of as much as 100 or even 200 kilowatts output, but it is now generally found desirable to employ multipolar generators even for comparatively small outputs. The chief reasons for this will be explained hereafter, in the section relating to the electro-magnetic limit of output

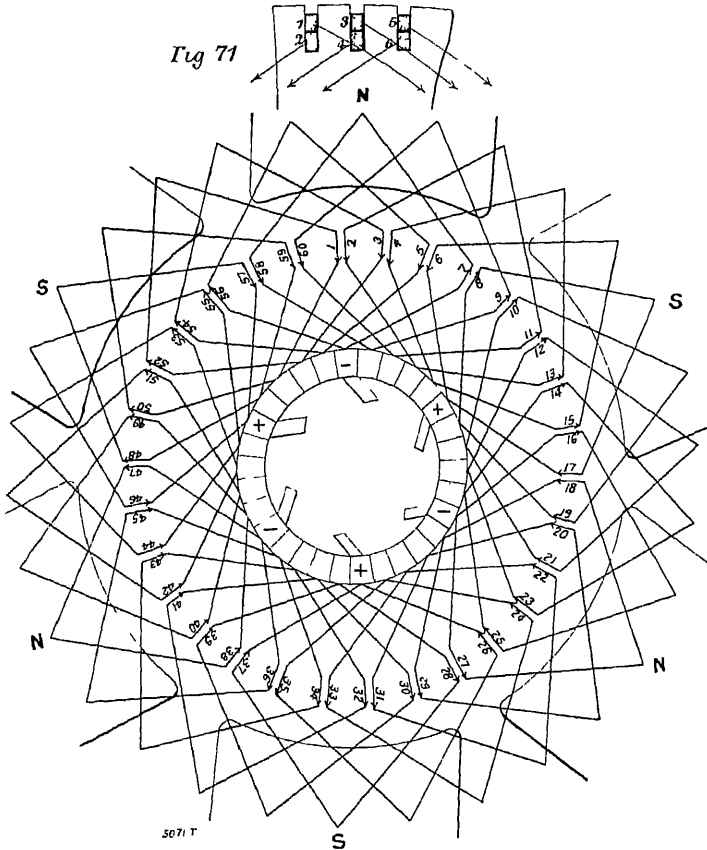
Drum windings, like Gramme-ring windings, may be either multiple-circuit or two-circuit, requiring in the latter case, for a given voltage, only  $2/N$  times as many conductors as in the former, and having the advantages inherent to this property. Owing to the relative peripheral position of successively connected conductors (in adjacent fields), two-circuit drum windings are analogous to the short-connection type, rather than to the long-connection type of two-circuit Gramme-ring windings. The multiple-circuit drum windings are quite analogous to the multiple-circuit Gramme-ring windings, the multiple-circuit drum possessing, however, the undesirable feature of full armature potential between neighbouring conductors, whereas one of the most valuable properties of the multiple-circuit Gramme-ring winding is that there is but a very small fraction of the total armature potential between adjacent conductors

In Fig 71 is given the diagram of a multiple-circuit drum winding. It is arranged according to a diagrammatic plan which has proved convenient for the study of drum windings. The radial lines represent the face conductors. The connecting lines at the inside represent the end connections at the commutator end, and those on the outside the end connections at the other end. The brushes are drawn inside the commutator for convenience. The arrowheads show the direction of the current through the armature, those without arrowheads (in other diagrams) being, at the position shown, short-circuited at the brushes. By tracing through the winding from the negative to the positive brushes, it will be found that the six paths through the armature are along the conductors and in the order given in the six following lines —

$$- \left\{ \begin{array}{cccccccccc} 7 & 58 & 9 & 60 & 11 & 2 & 13 & 4 & 15 & 6 \\ 56 & 5 & 54 & 3 & 52 & 1 & 50 & 59 & 48 & 57 \\ 27 & 18 & 29 & 20 & 31 & 32 & 33 & 24 & 35 & 26 \\ 16 & 25 & 14 & 23 & 12 & 21 & 10 & 19 & 8 & 17 \\ 47 & 38 & 49 & 40 & 51 & 12 & 53 & 44 & 55 & 46 \\ 36 & 45 & 34 & 13 & 42 & 41 & 30 & 39 & 28 & 37 \end{array} \right\} +$$

In making the connections, each conductor at the front end is connected to the eleventh ahead of it, and at the back to the ninth behind

it In other words, the front end pitch is 11, and the back end pitch is  $-9$ . In practically applying such a diagram, the conductors would generally be arranged with either one, two, or four conductors in each slot. Suppose there were two conductors per slot, one above the other, then the odd-numbered conductors could be considered to represent the upper conductors, the lower ones being represented by conductors with even numbers. In order that the end connections may be of the ordinary



double-sprial arrangement or its equivalent, the best mechanical result will be secured by always connecting an upper to a lower conductor, hence the necessity of the pitches being chosen odd

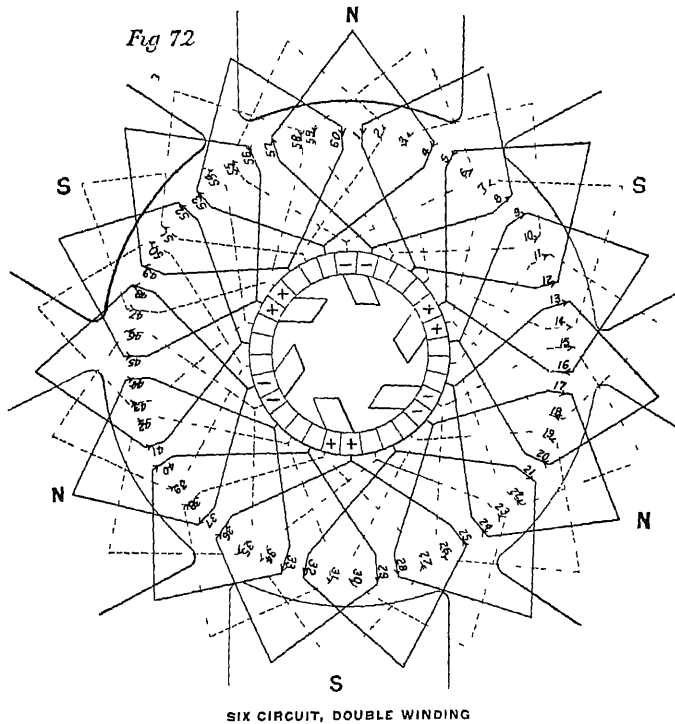
The small sketch at the top of Fig 71 shows the actual location of the conductors on a section of the armature. There might, of course, have been only one conductor per slot, or, when desirable, there could be more than two. The grouping of the conductors in the diagram in pairs is intended to indicate an arrangement with two conductors per slot. But in subsequent diagrams it will be more convenient to arrange the face conductors equi-distantly

The following is a summary of the conditions governing multiple-circuit single windings, such as that shown in Fig 71

*a* There may be any even number of conductors, except that in non-clad windings the number of conductors must also be a multiple of the number of slots

*b* The front and back pitches must both be odd, and must differ by 2, therefore the average pitch is even

*c* The average pitch  $y$  should not be very different from  $c/n$  when  $c$  = number of conductors, and  $n$  = number of poles For chord windings,  $y$



should be smaller than  $c/n$  by as great an amount as other conditions will permit, or as may be deemed desirable

Multiple-circuit windings may also be multiple-wound, instead of being single-wound, as in the above instance We refer to a method in which two or more single windings may be superposed upon the same armature, each furnishing but a part of the total current of the machine The rules governing such windings are somewhat elaborate, and it is not necessary at present to go fully into the matter In Fig 72 is shown a six-circuit double winding Each of the two windings is a multiple-circuit winding, with six circuits through the armature, so that the arrangement results in



only one-twelfth of the sixty conductors being in series between negative and positive brushes, each of the conductors, consequently, carrying one-twelfth of the total current. This particular winding is of the doubly re-entrant variety. That is to say, if one starts at conductor 1, and traces through the conducting system, conductor 1 will be re-entered when only half of the conductors have been traced through. The other half of the conductors form an entirely separate conducting system, except in so far as they are put into conducting relation by the brushes. If fifty-eight conductors are chosen, instead of sixty, the winding becomes singly re-entrant, *i.e.*, the whole winding has to be traced through before the original conductor is again reached.

A singly re-entrant double winding is symbolically denoted thus  $\odot$ , and a doubly re-entrant double winding by  $\bigcirc \bigcirc$ . There is no limit for such arrangements. Thus we may have

Sextuply re-entrant, sextuple windings,	$\bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc$
Triply re-entrant, sextuple windings,	$\odot \odot \odot$
Doubly re-entrant, sextuple windings,	$\odot \odot$
Singly re-entrant, sextuple windings,	$\odot$

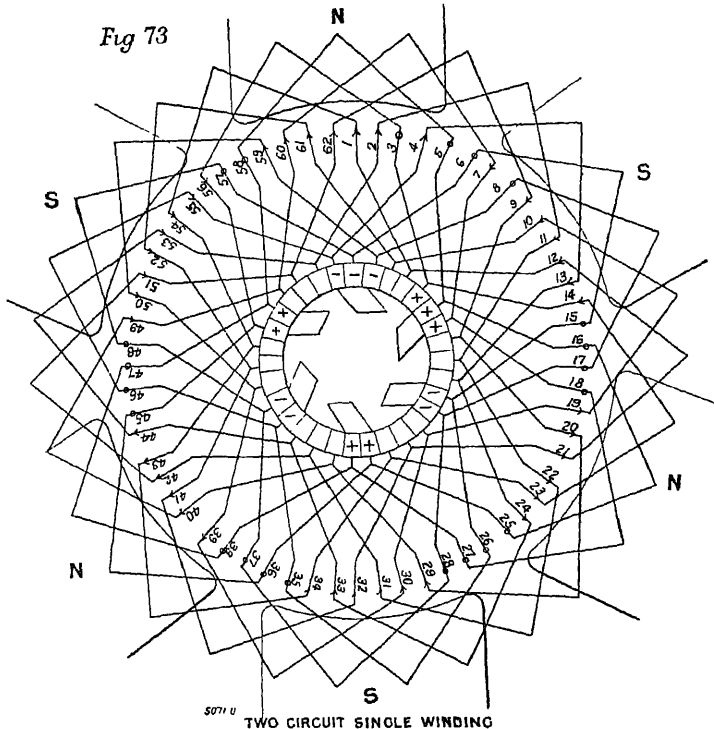
by suitable choice of total conductors and pitch. In practice, multiple windings beyond double, or at most triple, would seldom be used. Such windings are applicable to cases where large currents are to be collected at the commutator. Thus, in the case of a triple winding, the brushes should be made of sufficient width to bear at once on at least four segments, and one-third of the current passing from the brush will be collected at each of three points of the bearing surface of the brush, such division of the current tending to facilitate its sparkless collection. A double winding has twice as many commutator segments as the equivalent single winding. Another property is that the bridging of two adjacent commutator segments by copper or carbon dust does not short-circuit any part of the armature winding, and an arc is much less likely to be established on the commutator from any cause.

## TWO-CIRCUIT DRUM WINDINGS

Two-circuit drum windings are distinguished by the fact that the pitch is always forward, instead of being alternately forward and backward, as in the multiple-circuit windings.

The sequence of connections leads the winding from a certain bar opposite one pole-piece to a bar similarly situated opposite the next pole-piece, and so on, so that as many bars as pole-pieces are passed through before another bar in the original field is reached

A two-circuit single winding in a six-pole field is shown in Fig 73 Two-circuit windings have but two paths through the armature, independently of the number of poles Only two sets of brushes are needed, no matter how many poles there may be, so far as collection of the current



is concerned, but in order to prevent the commutator being too expensive, it is customary in large machines to use as many sets of brushes as there are pole-pieces Where more than two sets of brushes must be used, that is, in machines of large current output, the advantages possible from equal currents in the two circuits have been overbalanced by the increased sparking, due to unequal division of the current between the different sets of brushes of the same sign

An examination of the diagrams will show that in the two-circuit windings, the drop in the armature, likewise the armature reaction, is independent of any manner in which the current may be subdivided among

the different sets of brushes, but depends only upon the sum of the currents at all the sets of brushes at the same sign. There are in the two-circuit windings no features that tend to cause the current to subdivide equally between the different sets of brushes of the same sign, and in consequence, if there is any difference in contact resistance between the different sets of brushes, or if the brushes are not set with the proper lead with respect to each other, there will be an unequal division of the current.

When there are as many sets of brushes as poles, the density at each pole must be the same, otherwise the position of the different sets of brushes must be shifted with respect to each other to correspond to the different intensities, the same as in the multiple-circuit windings.

In practice it has been found difficult to prevent the shifting of the current from one set of brushes to another. The possible excess of current at any one set of brushes increases with the number of sets, likewise the possibility of excessive sparking. For this reason the statement has been sometimes made that the disadvantages of the two-circuit windings increase in proportion to the number of poles.

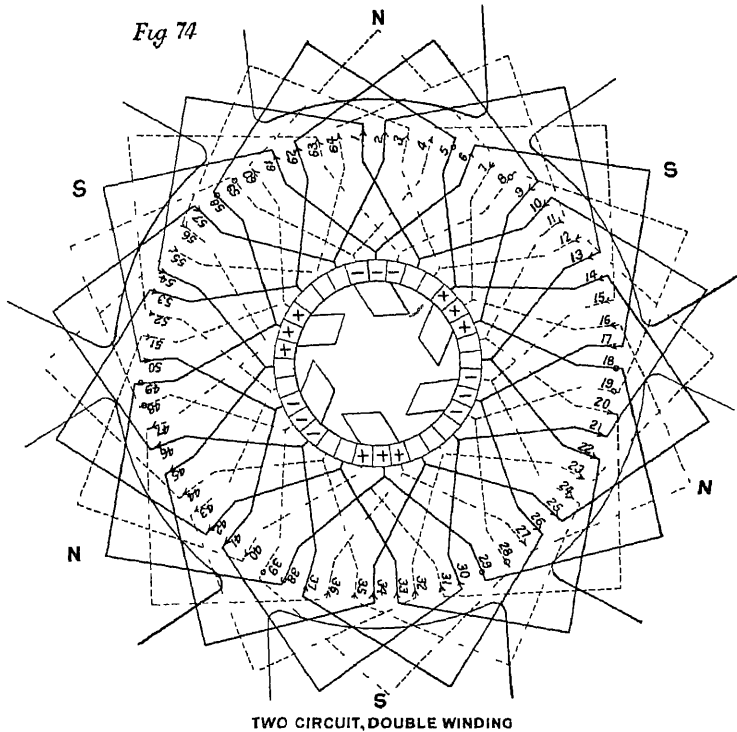
From the above it may be concluded that any change of the armature with respect to the poles will, in the case of two-circuit windings, be accompanied by shifting of the current between the different sets of brushes, therefore, to maintain a proper subdivision of the current, the armature must be maintained in one position with respect to the poles, and with exactness, since there is no counter action in the armature to prevent the unequal division of the current.

But in the case of multiple-circuit windings, it will be noted that the drop in any circuit, likewise the armature reaction on the field in which the current is generated, tend to prevent an excessive flow of current from the corresponding set of brushes. On account of these features (together with the consideration that when there are as many brushes as poles the two-circuit armatures require the same nicety of adjustment with respect to the poles as the multiple-circuit windings), the latter are generally preferable, even when the additional cost is taken into consideration.

In the section upon "The Electro-magnetic Limit of Output," it will be shown that the limitations imposed by the use of practicable electro-magnetic constants restrict the application of two-circuit windings to machines of relatively small output.

Two-circuit windings may be multiple as well as single-wound. Thus

in Fig 74 we have a two-circuit, doubly re-entrant, double winding. An illustration of the convenience of a double winding, in a case where either one of two voltages could be obtained without changing the number of face conductors, may be given by that of a six-pole machine with 104 armature conductors. The winding may be connected as a two-circuit single winding by making the pitch 17 at each end, or as a two-circuit doubly re-entrant double winding, by making the pitch 17 at one end and 19 at the other.



The second would be suitable for the same watt output as the first, but at one-half the voltage and twice the current

#### FORMULA FOR TWO-CIRCUIT WINDINGS.

The general formula for two-circuit windings is

$$C = n y \pm 2 m$$

where

- $C$  = number of face conductors
- $n$  = number of poles
- $y$  = average pitch
- $m$  = number of windings

The  $m$  windings will consist of a number of independently re-entrant windings, equal to the greatest common factor of  $y$  and  $m$ . Therefore, where it is desired that the  $m$  windings shall combine to form one re-entrant system, it will be necessary that the greatest common factor of  $y$  and  $m$  be made equal to 1.

Also, when  $y$  is an even integer the pitch must be taken alternately, as  $(y-1)$  and  $(y+1)$ , instead of being taken equal to  $y$ .

Thus, in the case of the two-circuit single windings we have

$$C = n y \pm 2$$

and in double windings ( $m$  being equal to 2) we have

$$C = n y \pm 4$$

As a consequence of these and other laws controlling the whole subject of windings, many curious and important relations are found to exist between the number of conductors, poles, slots, pitches, &c, and with regard to re-entrancy and other properties <sup>1</sup>.

### WINDINGS FOR ROTARY CONVERTERS

As far as relates to their windings, rotary converters consist of continuous-current machines in which, at certain points of the winding, connections are made to collector rings, alternating currents being received or delivered at these points.

The number of sections into which such windings should be subdivided are given in the following Table.

TABLE XVIII

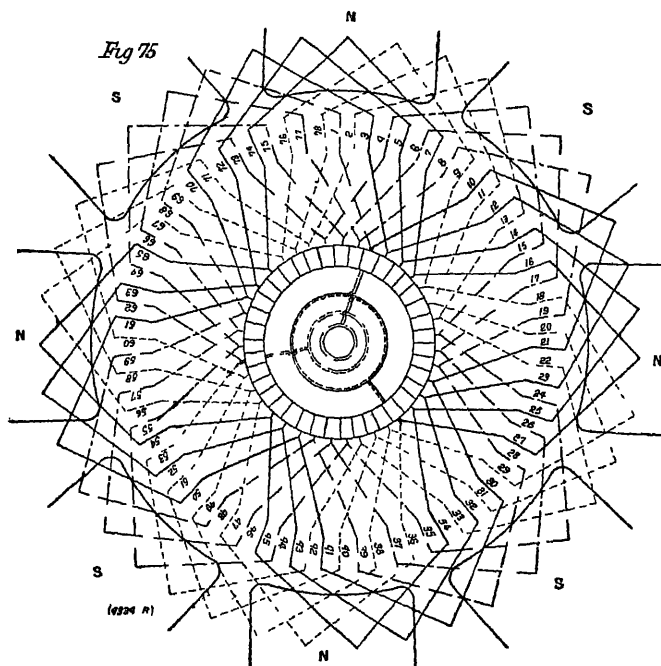
	Two Circuit Single Winding	Multi Circuit Single Winding
	Sections	Sections per Pair Poles
Single-phase rotary converter	2	2
Three-phase rotary converter	3	3
Quarter-phase rotary converter	4	4
Six-phase rotary converter	6	6

For *multiple* windings, the above figures apply to the number of

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<sup>1</sup>  $y - 3$  and  $y + 3$ , etc., also give re-entrant systems, but the great difference between the pitches at the two ends would make their use very undesirable except in special cases, thus, for instance, it would be permissible with a very large number of conductors per pole.

sections per winding thus, a three-phase converter with a two-circuit double winding would have  $3 \times 2 = 6$  sections per pair of poles. In the case of the three-phase rotary converter winding shown in Fig 75, which is a two-circuit single winding, connection should be made from a conductor to one of the collector rings, and the winding should be traced through until one-third of the total face conductors have been traversed. From this point, connection should be made to another collector ring. Tracing through another third, leads to the point from which connection



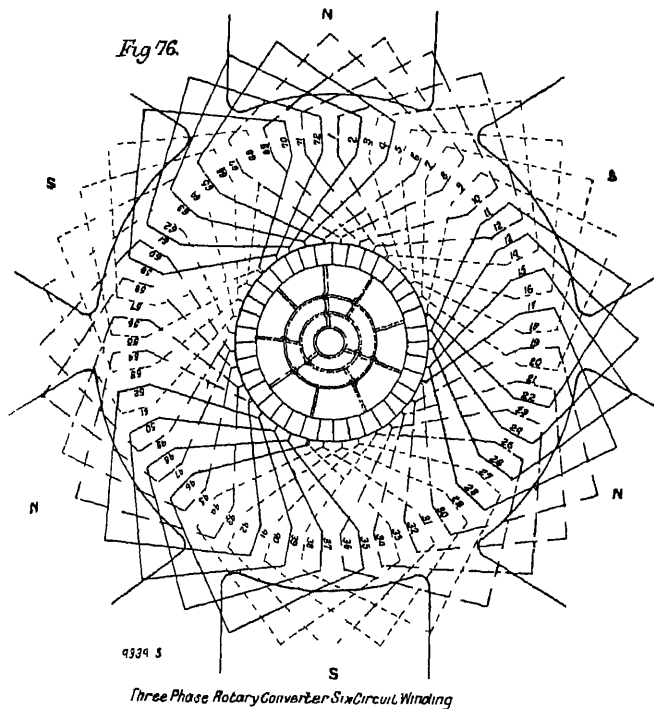
THREE PHASE ROTARY CONVERTER, TWO-CIRCUIT SINGLE WINDING

should be made to the remaining collector ring, between which and the first collector ring the remaining third of the total number of conductors would be found to lie. It is desirable to select a number of conductors half of which is a multiple of three, thus giving an equal number of pairs of conductors in each branch. Where a multiple-circuit winding is used, the number of conductors per pair of poles should be twice a multiple of three. A multiple-circuit three-phase rotary converter winding is given in Fig 76. Further information regarding the properties of rotary converters, and the resultant distribution of current in their windings, is reserved for the section on "Rotary Converters."

## ALTERNATING CURRENT WINDINGS

In general, any of the continuous-current armature windings may be employed for alternating current work, but the special considerations leading to the use of alternating currents generally make it necessary to abandon the styles of winding best suited to continuous-current work, and to use windings specially adapted to the conditions of alternating current practice

Attention should be called to the fact that all the re-entrant (or closed circuit) continuous-current windings must necessarily be two-circuit or



multiple-circuit windings, while alternating current armatures may, and generally do, from practical considerations, have one-circuit windings, *i e*, one circuit per phase. From this it follows that any continuous-current winding may be used for alternating current work, but an alternating current winding cannot generally be used for continuous-current work. In other words, the windings of alternating current armatures are essentially non-re-entrant (or open circuit) windings, with the exception of the ring-connected polyphase windings, which are re-entrant (or closed circuit) windings. These latter are, therefore, the only windings which are applicable to alternating-continuous-current commutating machines.

Usually for single-phase alternators, one slot or coil per pole-piece is used (as represented in Figs. 77 and 78), and this permits of the most effective disposition of the armature conductors as regards generation of electromotive force. If more slots or coils are used (as in Fig. 79), or, in the case of face windings,<sup>1</sup> if the conductors are more evenly distributed over the face of the armature, the electromotive forces generated in the various conductors are in different phases, and the total electromotive force is less than the algebraic sum of the effective electromotive forces induced in each conductor.

But, on the other hand, the subdivision of the conductors in several slots or angular positions per pole, or, in the case of face windings, their more uniform distribution over the peripheral surface, decreases the inductance of the winding, with its attendant disadvantages. It also utilises more completely the available space, and tends to bring about a better distribution of the necessary heating of core and conductors. Therefore, in cases where the voltage and the corresponding necessary insulation permit, the conductors are sometimes spread out to a greater or less extent from the elementary groups necessary in cases where very high potentials are used. Windings in which such a subdivision is adopted, are said to have a multi-coil construction (Fig. 79), as distinguished from the form in which the conductors are assembled in one group per pole-piece (Figs. 77 and 78), which latter are called uncoil windings.

In most multiphase windings, multi-coil construction involves only very slight sacrifice of electromotive force for a given total length of armature conductor, and in good designs is generally adopted to as great an extent as proper space allowance for insulation will permit.

It is desirable to emphasise the following points regarding the relative merits of uncoil and multi-coil construction. With a given number of conductors arranged in a multi-coil winding, the electromotive force at the terminals will be less at no load than would be the case if they had been arranged in a uncoil winding, and the discrepancy will be greater in proportion to the number of coils into which the conductors per pole-piece are subdivided, assuming that the spacing of the groups of conductors is uniform over the entire periphery.

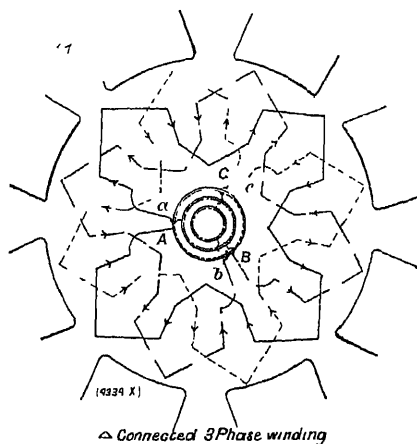
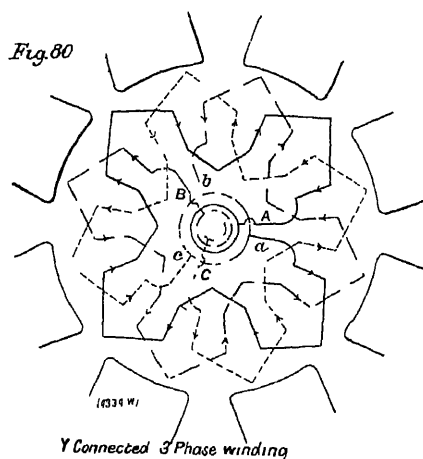
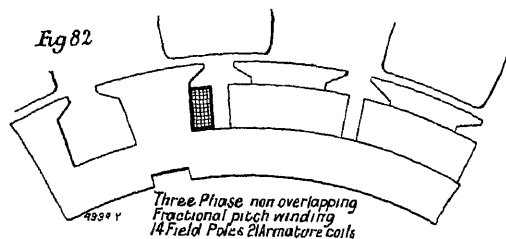
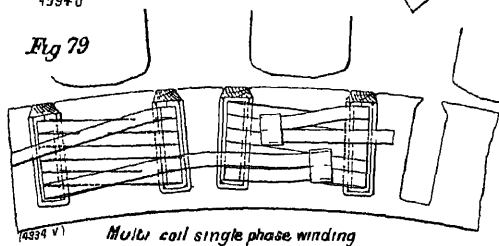
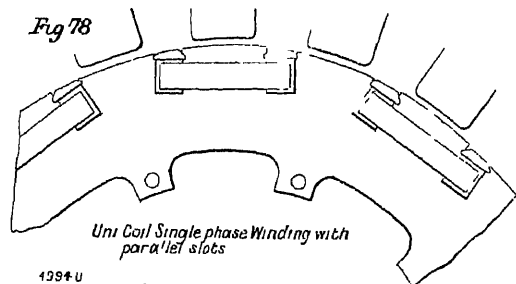
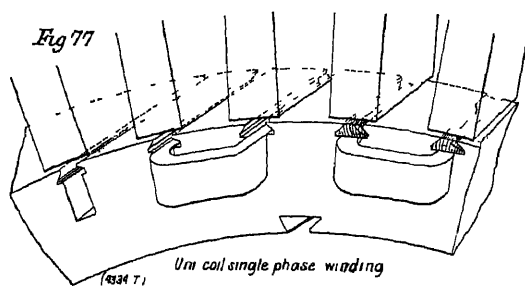
But when the machine is loaded, the current in the armature causes reactions which play an important part in determining—as will be shown

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<sup>1</sup> Otherwise often designated "smooth core windings," as opposed to "slot windings."



later—the voltage at the generator terminals, and this may only be maintained constant as the load comes on, by increasing the field excitation, often by a very considerable amount. Now, with a given number of armature conductors, carrying a given current, these reactions are greatest when the armature conductors are concentrated in one group per pole-piece



(Figs 77 and 78), that is, when the uncoil construction is adopted, and they decrease to a certain degree in proportion as the conductors are subdivided into small groups distributed over the entire armature surface, that is, they decrease when the multi-coil construction (Fig 79) is used. Consequently, there may be little or no gain in voltage at full load by the

use of a unicoil winding over that which would have been obtained with a multi-coil winding of an equal number total of turns, although at *no load* the difference would be considerable. This matter will be found treated from another standpoint in the section on "Formulæ for Electromotive Force."

Multi-coil design (Fig 79) also results in a much more equitable distribution of the conductors, and, in the case of iron-clad construction, permits of coils of small depth and width, which cannot fail to be much more readily maintained at a low temperature for a given cross-section of conductor, or, if desirable to take advantage of this point in another way, it should be practicable to use a somewhat smaller cross-section of conductor for a given temperature limit. A final advantage of multi-coil construction is that it results in a more uniform reluctance of the magnetic circuit for all positions of the armature, as a consequence of which, hysteresis and eddy current losses are more readily avoided in such designs. A thorough discussion of this matter is given in the section relating to the design of the magnetic circuit.

The unicoil winding of Fig 77 may often with great advantage be modified in the way shown in Fig 78, where the sides of the tooth are parallel, enabling the form-wound coil to be readily slipped into place. The sides of the slots are notched for the reception of wedges, which serve to retain the coil in place. Parallel-sided slots become more essential the less the number of poles. For very large numbers of poles, radial slots are practically as good.

Fig 80 shows a **Y**-connected unicoil three-phase winding, Fig 81 differs from it only in having the windings of the three-phases  $\Delta$  connected.

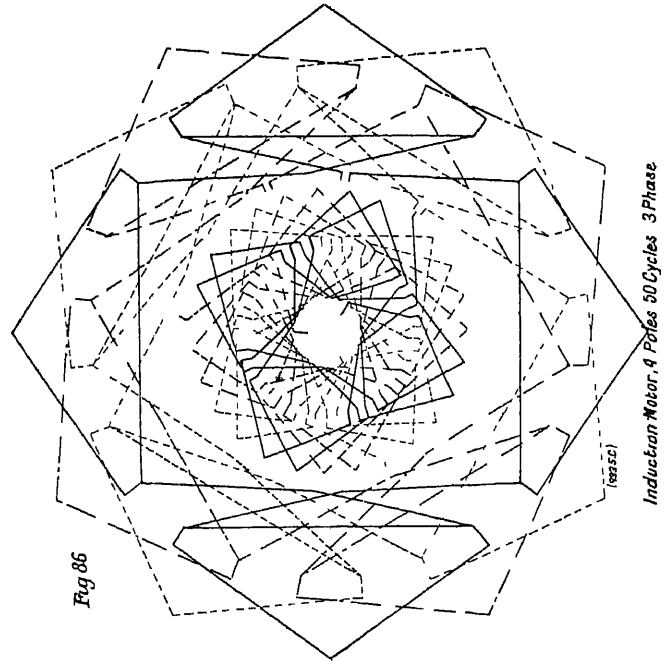
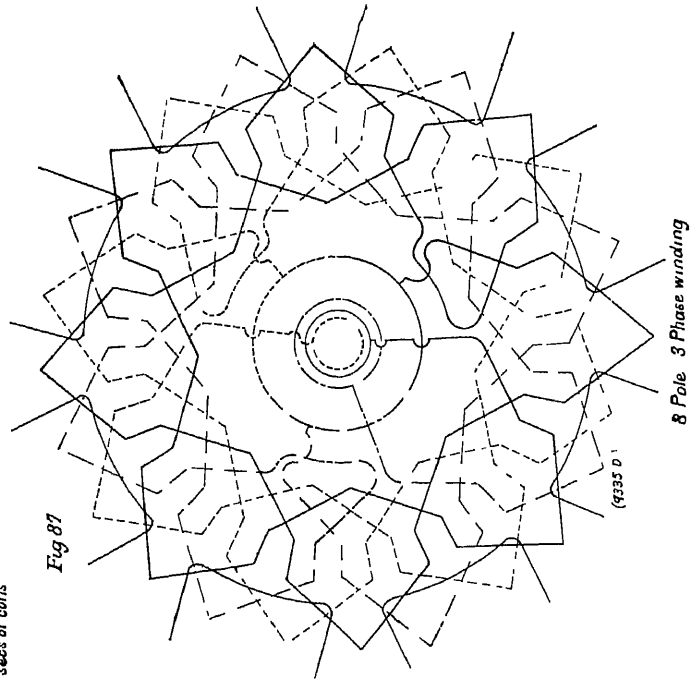
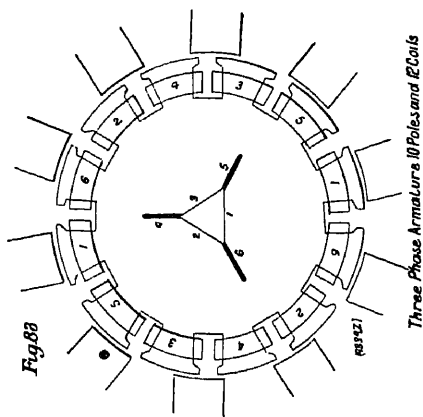
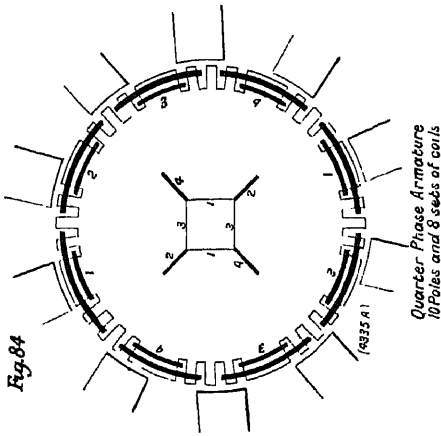
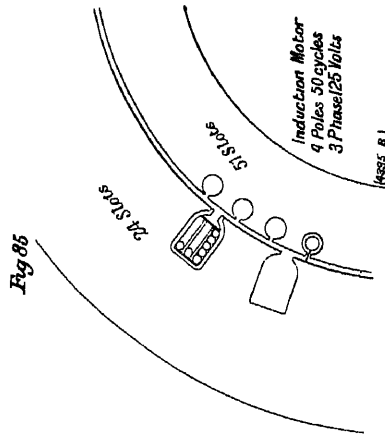
Fig 82 gives a portion of a three-phase winding, with fourteen field poles and twenty-one armature coils (three coils per two-pole pieces). This is a representative of a type of windings known as fractional pitch windings, the relative merits of which will be discussed in the section on the design of polyphase generators. The diagrams in Figs 83 and 84 give two more examples of fractional pitch—polyphase windings<sup>1</sup>

#### INDUCTION MOTOR WINDINGS

The windings of induction motors are not essentially different from many already described. In order to keep the inductance low, the

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<sup>1</sup> See also British Patent Specification No 30,264, 1897



### *Induction Motor Windings*

windings both for the rotor and stator are generally distributed in many coils as there can be found room for on the surface, instead of being concentrated in a few large coils of many turns each. This becomes of especial importance in motors of large capacity, in smaller motors the windings may consist of comparatively few coils. This is the case in Fig. 85, where the stator winding of a  $7\frac{1}{2}$  horse-power four-pole three-phase motor is divided up into two slots per pole-piece per phase. The rotor, whose winding is generally made up of few conductors, each of large cross-section, is often most conveniently arranged with but one conductor per slot, as shown in Fig. 85. The connection diagrams of these stator and rotor windings are given in Fig. 86. Fig. 87 gives a useful type of winding for either the stator or the rotor of induction motors, the conductors, represented by radial lines, being, in the case of the stator generally replaced by coils.

The matter of induction motor windings will be more completely considered in the section devoted to the design of induction motors.

## FORMULÆ FOR ELECTROMOTIVE FORCE

In this section, the dynamo will be considered with reference to the electromotive force to be generated in the armature

### CONTINUOUS-CURRENT DYNAMOS

The most convenient formula for obtaining the voltage of continuous-current dynamos is

$$V = 4.00 \, T N M 10^{-8}$$

in which

$V$  = the voltage generated in the armature

$T$  = the number of turns in series between the brushes

$N$  = the number of magnetic cycles per second

$M$  = the magnetic flux (number of C G S lines) included or excluded by each of the  $T$  turns in a magnetic cycle

$V$ , the voltage, is approximately constant during any period considered, and is the integral of all the voltages successively set up in the different armature coils according to their position in the magnetic field, and since in this case, only average voltages are considered, the resultant voltage is independent of any manner in which the magnetic flux may vary through the coils. Therefore we may say that for continuous-current dynamos, the voltage is unaffected by the shape of the magnetic curve, *i e.*, by the distribution of the magnetic flux.

It will be found that the relative magnitudes of  $T$ ,  $N$ , and  $M$  may (for a given voltage) vary within wide limits, their individual magnitudes being controlled by considerations of heating, electro-magnetic reactions, and specific cost and weight.

This formula, if correctly interpreted, is applicable whether the armature be a ring, a drum, or a disc, likewise for two-circuit and multiple-circuit windings, and whether the winding be single, double, triple, &c

To insure, for all cases, a correct interpretation of the formula, it will be desirable to consider these terms more in detail

- T = turns in series between brushes,  
 = total turns on armature divided by number of paths through armature from negative to positive brushes  
 For a Gramme-ring armature, total turns = number of face conductors  
 For a drum armature, total turns =  $\frac{1}{2}$  number of face conductors

With a given number of total turns, the turns in series between brushes depend upon the style of winding, thus

For two-circuit winding,

- If single, two paths, independently of the number of poles  
 If double, four paths, independently of the number of poles  
 If triple, six paths, independently of the number of poles, &c

For multiple-circuit winding,

- If single, as many paths as poles  
 If double, twice as many paths as poles  
 If triple, three times as many paths as poles, &c

$$N = \text{the number of magnetic cycles per second} \\ = \frac{RPM \times \text{number of pairs of poles}}{60}$$

It has been customary to confine the use of this term (cycles per second) to alternating current work, but it is desirable to use it also with continuous currents, because much depends upon it. Thus N, the periodicity, determines or limits the core loss and density, tooth density, eddy current loss, and the armature inductance, and, therefore also affects the sparking at the commutator. It is, of course, also necessarily a leading consideration in the design of rotary converters.

Although in practice, dynamo speeds are expressed in revolutions per minute, the periodicity N is generally expressed in cycles per second

M = flux linked successively with each of the T turns

In the case of the

- Gramme-ring machine, M =  $\frac{1}{2}$  flux from one pole-piece into armature  
 Drum machine, M = total flux from one pole-piece into armature

(M is not the flux *generated* in one pole-piece, but that which, after deducting leakage, finally not only crosses the air-gap, but passes to the roots of the teeth, thus linking itself with the armature turns)

Armature cores are very often built up as rings for the sake of ventilation, and to avoid the use of unnecessary material, but they may be, and usually are, wound as drums, and should not be confounded with Gramme-wound rings

The accompanying Table of drum-winding constants affords a convenient means of applying the rules relating to drum windings

TABLE XIX — DRUM-WINDING CONSTANTS

—	Class of Winding	Number of Poles						
		4	6	8	10	12	14	16
Volts per 100 conductors per 100 revolutions per minute and flux equal to one megaline	Multiple-circuit	Single	1 667	1 667	1 667	1 667	1 667	1 667
		Double	833	833	833	833	833	833
		Triple	556	556	556	556	556	556
	Two-circuit	Single	3 33	5 00	6 67	8 33	10 00	13 33
		Double	1 667	2 50	3 33	4 17	5 00	6 67
		Triple	1 111	1 667	2 22	2 78	3 33	4 44
Average volts between commutator segments, per megaline and per 100 revolutions per minute (independent of number of conductors)	Multiple-circuit	Single	1333	200	267	333	400	467
		Double	666	100	1333	1667	200	233
		Triple	444	667	888	1111	1333	1555
	Two-circuit	Single	267	600	1 068	1 668	2 40	3 27
		Double	1333	300	534	834	1 200	1 635
		Triple	888	200	356	556	800	1 09

### ALTERNATING CURRENT DYNAMOS

For alternating current dynamos it is often convenient to assume that the curve of electromotive force is a sine wave. This is frequently not the case, and, as will presently be seen, it is practicable and often necessary to consider the actual conditions of practice instead of assuming the wave of electromotive force to be a sine curve.

#### CURVE OF ELECTROMOTIVE FORCE ASSUMED TO BE A SINE WAVE

The formula for the effective no-load voltage at the collector ring is

$$V = 4.44 T N M 10^{-8},$$

this being the square root of the mean square value of the sine wave of electromotive force whose maximum value is

$$V = 6.28 T N M 10^{-8}$$

In order that these formulæ may be used, the electromotive force wave must be a sine curve, *i e.*, the magnetic flux must be so distributed as to

## *EMF in Alternating Current Dynamos*

give this result. The manner of distribution of the magnetic flux in gap, necessary to attain this result, is a function of the distribution of winding over the armature surface.

T = number of turns in series between brushes

N = number of magnetic cycles per second

M = number of C G S lines *simultaneously* linked with the T turns

The flux will be *simultaneously* linked with the T turns only in case of uncoil windings, *i e*, windings in which the conductors are so grouped that they are all similarly situated in respect to the magnetic flux, in other words, they are all in the same phase <sup>1</sup>.

The effective voltage at no load, generated by a given number of turns will be a maximum when that is the case, and if the voltage for such case be represented by unity, then the same number of conductors arranged in "two-coil," "three-coil," &c, windings will, with the same values for N, M, generate (at no load) voltages of the relative values, .707, .667, &c until, when we come to a winding in which the conductors are distributed over the entire surface, as in ordinary continuous-current dynamos, the relative value of the alternating current voltage at no load, as compared with that of the same number of turns arranged in a uncoil winding, will be .637 (which =  $\frac{2}{\pi}$ ).

Tabulating these results we have

TABLE XX	
	Correction Factor for Voltage of Distributed Winding
Uncoil winding	V = 1.000
Two-coil winding	V = .707 × uncoil winding
Three-coil winding	V = .667 × " "
Four-coil winding	V = .651 × " "
Many coil winding	V = .637 × " "

The terms uni-, two-, three-coil, &c, in the above Table indicate whether the conductors are arranged in one, two, three, &c, equally-spaced groups per pole-piece. The conditions are equivalent to the component electromotive forces generated in each group, being in one, two, three, &c different phases, irrespective of the number of resultant windings into which they are combined.

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<sup>1</sup> Fig 88, on page 84, will be of assistance in understanding the nomenclature employed in designating these windings.



The values given in the Table may be easily deduced by simple vector diagrams

Instead of using such "correction factors," the following values may be substituted for  $K$  in the formula  $V = K T N M 10^{-8}$

TABLE XXI

	Values for $K$ in Formula	
	For Effective Voltage	For Maximum Voltage
Unicoil winding	1.44	6.28
Two-coil "	3.13	4.44
Three-coil "	2.96	4.19
Four-coil "	2.90	4.11
Many-coil "	2.83	4.00

(In all the preceding cases, as they apply only to sine wave curves, the maximum value will be 1.414 times the effective value)

#### VALUES OF $K$ FOR VARIOUS WAVES OF ELECTROMOTIVE FORCE AND OF MAGNETIC FLUX DISTRIBUTION IN GAP

The relative widths and arrangement of pole arc and armature coil exert a great influence upon the magnitude of the effective (and maximum) voltage for given values of  $T$ ,  $N$ ,  $M$ , because of the different shapes of the waves of gap distribution and induced electromotive force. This is shown by the following Tables, where are given the values of  $K$  in the formula

$$V = K T N M 10^{-8},$$

it being assumed that the magnetic flux  $M$  emanates uniformly from the pole face, and traverses the gap along lines normal to the pole face. This assumption being usually far from the facts, the following results must be considered more in the light of exhibiting the *tendency* of various relative widths of pole face and the various arrangements of armature coil, rather than as giving the actual results which would be observed in practice. The results are, nevertheless, of much practical value, provided it is clearly kept in mind that they will be modified to the extent by which the flux spreads out in crossing the gap from pole face to armature face.

The following Table applies to cases where the various components of the total winding are distributed equi-distantly over the armature

# *E M F in Alternating Current Dynamos*

TABLE XXII — VALUES FOR K  
In the Formula  $V = K T N M 10^{-8}$ , where V = Effective Voltage

Winding	Pole Arc (expressed in per Cent of Pitch)									
	10	20	30	40	50	60	70	80	90	100
Uncoil	12.6	8.96	7.28	6.32	5.66	5.17	4.78	4.46	4.21	4
Two-coil	8.96	6.32	5.17	4.21	4.00	3.64	3.40	3.12	3.00	2
Three-coil	7.30	5.15	4.21	3.84	3.55	3.35	3.08	2.90	2.76	2
Four-coil	6.32	4.41	4.00	3.72	3.45	3.21	3.02	2.83	2.63	2
Many-coil	3.93	3.79	3.63	3.41	3.27	3.08	2.88	2.70	2.52	2

When the coils are gathered in groups of a greater or less width, the values of K should be taken from Table XXIII given below

A better understanding of the nomenclature employed in the two Tables will be obtained by an examination of the diagrams Fig 88

Probably the method used in obtaining these values (simple graphic plotting) is substantially that used by Kapp in 1889. The six values gives check the corresponding ones in Tables XXII and XXIII

TABLE XXIII — VALUES OF K  
In the Formula  $V = K T N M 10^{-8}$ , where V = Effective Voltage

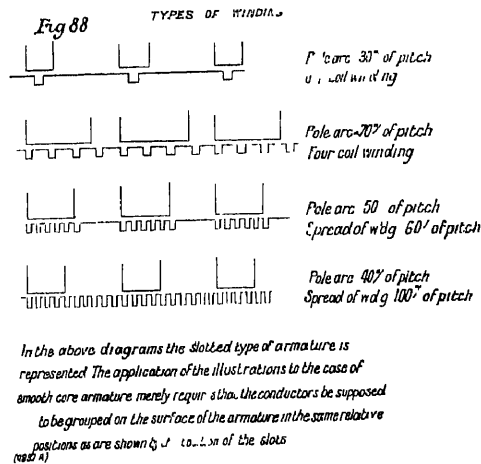
Spread of Armature Coil in per Cent of Pitch	Pole Arc (expressed in per Cent of Pitch)									
	10	20	30	40	50	60	70	80	90	100
0	12.60	8.96	7.28	6.32	5.66	5.17	4.78	4.46	4.21	4.0
10	9.80	8.20	6.85	6.00	5.50	5.05	4.71	4.42	4.15	3.8
20	8.20	7.10	6.55	5.75	5.25	4.90	4.60	4.35	4.05	3.7
30	7.10	6.55	6.00	5.15	5.05	4.75	4.45	4.20	3.90	3.6
40	6.20	5.80	5.15	5.15	4.85	4.55	4.30	4.00	3.72	3.4
50	5.60	5.32	5.10	4.85	4.60	4.35	4.10	3.85	3.60	3.2
60	5.08	4.90	4.71	4.55	4.39	4.15	3.95	3.68	3.40	3.1
70	4.72	4.60	4.44	4.30	4.18	3.95	3.75	3.45	3.20	2.9
80	4.44	4.30	4.15	4.00	3.85	3.66	3.50	3.25	3.00	2.7
90	4.18	4.00	3.90	3.75	3.60	3.40	3.20	3.00	2.78	2.5
100	3.93	3.79	3.63	3.41	3.27	3.08	2.88	2.70	2.52	2.3

It thus appears that by merely varying the spread of the pole arc at the armature coil, there may be obtained for given values of T, N, and M values of the effective electromotive force, varying from a little more than half the corresponding value for a sine wave, up to several times the value (in fact, with an infinitely small spread of pole arc, provided the flux could be maintained, an infinitely large value of K would be obtained. The maximum value increases at the same time, in a still greater proportion

## ROTARY CONVERTERS

In rotary converters we have an ordinary distributed continuous-current winding, supplying continuous-current voltage at the commutator, and alternating-current voltage at the collector rings. The same winding, therefore, serves both for continuous-current voltage and for alternating voltage.

Suppose that such a distributed winding, with given values of  $T$ ,  $N$ , and  $M$ , generates a continuous-current voltage  $V$  at the commutator. Imagine superposed on the same armature a winding, with the same number of turns  $T$  in series, but with these turns concentrated in a unicoin winding. For the same speed and flux, and assuming a sine wave curve of



electromotive force, this imaginary superposed winding would supply 111 V,  $\left( = \frac{\pi}{2\sqrt{2}} V \right)$  effective volts to the collector rings. But, re-arranging this same number of turns in a "many-coil" (distributed) winding, would, for the same speed and flux, reduce the collector ring voltage to

$$637 \times 111 \times V = 707 \times V$$

Therefore, in a distributed winding, with  $T$  turns in series, there will be obtained a continuous-current voltage  $V$ , and an alternating-current voltage 707 V, on the assumption of a sine wave curve of electromotive force.

But often the electromotive force curve is not a sine wave, and the value of the voltage becomes a function of the pole arc. Thus, examining the case of a single or quarter-phase rotary converter by the aid of the Tables for K, the results given below are obtained.

## *EMF in Rotary Converters*

TABLE XXIV—SINGLE AND QUARTER-PHASE ROTARY CONVERTERS

Spread of Pole Arc in per Cent of Pitch	K in $V = K T N M 10^{-8}$ for Collector Ring Voltage	K for Continuous Current Voltage	Ratio of Alternating Voltage between Collect Rings to Continuous Current Voltage at Commutator
10	3.93	4.00	982
20	3.79	4.00	947
30	3.63	4.00	908
40	3.44	4.00	860
50	3.27	4.00	816
60	3.08	4.00	770
70	2.88	4.00	720
80	2.70	4.00	675
90	2.52	4.00	630
100	2.32	4.00	580

### THREE-PHASE ROTARY CONVERTERS

An examination of three-phase rotary converters will show that the conductors belonging to the three phases have relative positions on the armature periphery, which may be represented thus

2222211111111111333333333332222222221111111111333333333322222  
3333333333222222222111111111133333333332222222221111111111

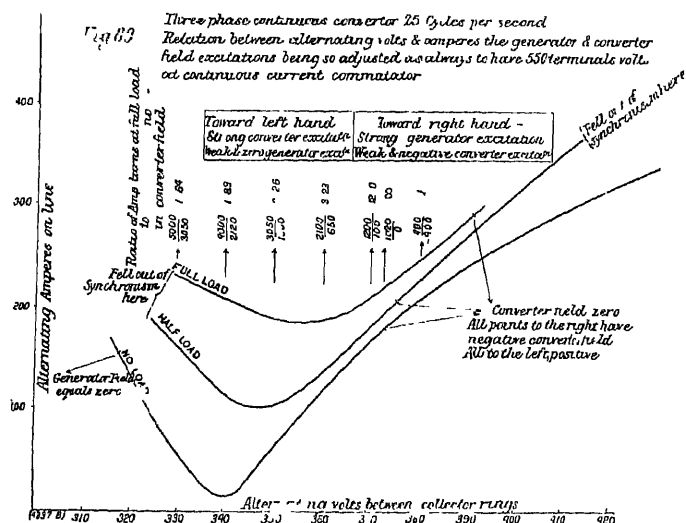
Consequently, it appears that the coils of one phase have a spread equal to 66.7 per cent of the pitch. Observing also that each three-phase alternating branch has two-thirds as many turns in series between collector rings as has each branch, considered with reference to the commutator brushes, we obtain the following Table of values

TABLE XXV—THREE-PHASE ROTARY CONVERTERS

Spread of Pole Arc in per Cent of Pitch	K in $V = K T N M 10^{-8}$ for Collector Ring Voltage	K for Continuous Current Voltage	Ratio of Alternating Voltage between Collect Rings to Continuous Current Voltage at Commutator
10	4.89	4.00	815
20	4.70	4.00	785
30	4.53	4.00	755
40	4.39	4.00	732
50	4.25	4.00	710
60	4.02	4.00	670
70	3.82	4.00	636
80	3.52	4.00	585
90	3.26	4.00	544
100	2.96	4.00	495

The last column, giving the ratio of alternating-current voltage between collector rings, to continuous-current voltage at commutator, is the one of chief interest. This ratio varies from 495, when the pole arc is equal to the pitch, up to 815 with a 10 per cent pole arc.

These results only apply to rotary converters when independently driven, unloaded, from some mechanical source, or when driven unloaded as a continuous-current motor. That is to say, the electromotive forces referred to are counter-electromotive forces. When driven synchronously, the ratio of the terminal voltages may be made to vary through a very wide range by varying the conditions of lag and lead of the current in



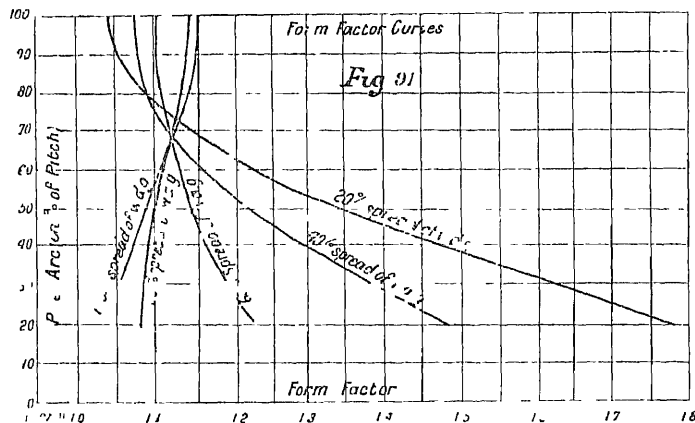
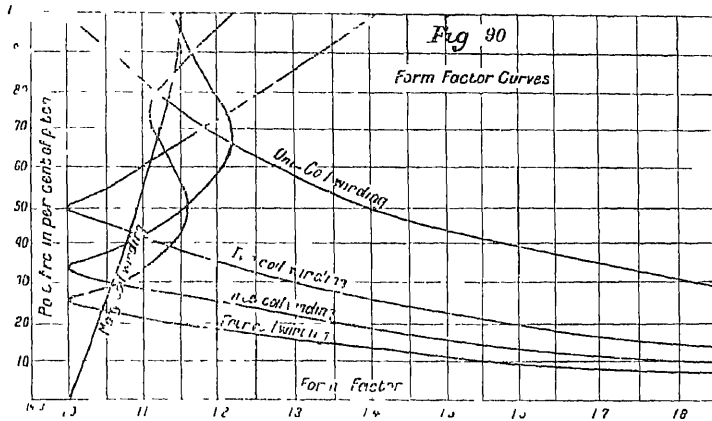
the armature. In Fig. 89 is given a curve showing through what a very extended range this ratio may be varied, according to the conditions of load and excitation.

TABLE XXVI

Converter	Proportion that T is of Turns on Arm	
	2-Circuit Winding	Multiple Circuit Winding
Single-phase rotary	1	$\frac{1}{2 \times \text{number of pairs of poles}}$
Quarter-phase rotary	1	$\frac{1}{2 \times \text{number of pairs of poles}}$
Three-phase rotary	1	$\frac{1}{3 \times \text{number of pairs of poles}}$

In rotary converters, Table XXVI will be of assistance in determining the value of T (number of turns in series between collector rings)

*Polyphase Machines*—In considering polyphase machines in general it may be said that the most convenient way of considering the relation between V, T, N, and M, is to make the calculations for one phase. Thus in the case of a three-phase machine, one would calculate the volts per



phase, by placing in the formula the turns in series per phase, for T. Then if the winding is "delta" connected, this will give also the volts between collector rings (since there is only the winding of one phase lying between each pair of collector rings). If, on the other hand, the winding is Y connected, the volts between collector rings will be  $\sqrt{3}$ , (1.732) times the volts per phase. Thus the calculation should be carried out with reference to one phase, the results of interconnecting the windings of the different phases being subsequently considered.

## ELECTROMOTIVE FORCE AND FLUX IN TRANSFORMERS

In the case of transformers, the relation between voltage and flux is dependent upon the wave form of the applied electromotive force, and determinations of these quantities involve the use of the term "form factor," proposed by Fleming<sup>1</sup> He defines the form factor as the ratio of the square root of the mean of the squares of the equi-spaced ordinates of a curve, to the true mean value of the equi-spaced ordinates The mean square value he denotes by the letters R M S (root mean square), and the mean value by the letters T M (true mean)

$$\text{Form factor} = \frac{\text{R M S}}{\text{T M}} = f$$

In the case of a rectangular wave, the R M S value, the T M value and the maximum value are equal, and the form factor becomes equal to 1. In this case the form factor has the minimum value

Peaked waves have high form factors Denoting the form factor by  $f$ , the relation between voltage, turns, periodicity, and flux may be expressed by the equation

$$V = 4.00 f T N M 10^{-8}$$

The extent of the dependence of the form factor upon the proportions and winding of the generator may be obtained from the two following Tables, the first of which applies to equidistantly distributed windings, and the second to windings in which the face conductors are gathered in groups more or less spread over the surface of the armature, these groups alternating with unwound spaces

TABLE XXVII — VALUES FOR FORM FACTOR ( $f$ )

Winding	Pole Arc (Expressed in Per Cent. of Pitch)									
	10	20	30	40	50	60	70	80	90	100
Uni-coil	3.33	2.24	1.82	1.58	1.41	1.29	1.19	1.12	1.06	1.00
Two-coil	2.24	1.58	1.29	1.12	1.00	1.10	1.18	1.26	1.34	1.41
Three coil	1.82	1.29	1.06	1.08	1.15	1.21	1.22	1.19	1.17	1.15
Four-coil	1.57	1.12	1.07	1.13	1.16	1.14	1.11	1.12	1.17	1.22
Many coil	1.02	1.04	1.06	1.08	1.09	1.11	1.12	1.14	1.15	1.15

<sup>1</sup> *Alternate Current Transformers*, vol. 1, second edition, page 583

TABLE XXVIII—VALUES FOR FORM FACTOR ( $f$ )

Spread of Armature Coil in per Cent of Pitch	Pole Arc (Expressed in Per Cent of Pitch)									
	10	20	30	40	50	60	70	80	90	100
0	3.33	2.24	1.82	1.58	1.41	1.29	1.19	1.12	1.06	1.00
10	2.61	2.05	1.73	1.53	1.37	1.26	1.17	1.11	1.05	1.02
20	2.05	1.83	1.59	1.48	1.31	1.23	1.13	1.08	1.04	1.04
30	1.73	1.59	1.50	1.40	1.25	1.19	1.12	1.07	1.06	1.06
40	1.53	1.48	1.40	1.30	1.21	1.16	1.12	1.09	1.08	1.08
50	1.37	1.31	1.25	1.21	1.17	1.13	1.12	1.09	1.09	1.09
60	1.26	1.23	1.19	1.16	1.13	1.13	1.12	1.11	1.11	1.11
70	1.17	1.13	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
80	1.11	1.08	1.07	1.09	1.09	1.11	1.12	1.13	1.14	1.14
90	1.05	1.04	1.06	1.08	1.09	1.11	1.12	1.14	1.15	1.15
100	1.02	1.04	1.06	1.08	1.09	1.11	1.12	1.14	1.15	1.15

From the formula  $V = 4.00 f T N M 10^{-8}$ , it appears that for a given effective voltage  $V$ , the flux  $M$  may be low in proportion as the form factor  $f$  is high. This is a distinct advantage in the case of transformers, since then core loss is dependent upon the density of the flux circulating in their iron cores. If a given voltage can be obtained with a small flux, the transformer can be operated at a higher all-day efficiency. Commercial generators of different types differ often by 25 per cent and more, as regards the form factor of their electromotive force waves. The predetermination of the form factor thus becomes a matter of considerable interest in the design of alternating-current generators.

While, however, peaked waves insure low core losses for transformers on the circuits, they have the disadvantage that the maximum electromotive force is more in excess of the effective electromotive force than for the less peaked waves. It is, therefore generally undesirable to so proportion a generator as to obtain an excessively peaked wave.

The curves of Figs. 90 and 91, page 87, correspond to values given in the Tables, and show the extent of the variations obtainable.



## THERMAL LIMIT OF OUTPUT.

Viewed from a thermal standpoint, the maximum output of an electric machine is determined by the maximum increase of temperature consistent with good working. The limiting increase of temperature may be determined with respect to durability of the insulating materials used, the efficiency, and the regulation. The increase of temperature is commonly expressed by the ratio of the heat generated in watts, to the radiating surface in square inches, *i.e.*, watts per square inch radiating surface. The increase of temperature of any surface above the atmosphere, and therefore, also, the permissible expenditure of energy per square inch radiating surface, varies according to the nature of the surface, its speed, location, &c. For static surfaces, such as the surfaces of field magnets, the increase of temperature may be taken to be about 80 deg Cent per watt per square inch, as measured by a thermometer placed against the cylindrical surface. For cylindrical surfaces of the same nature, but rotated with a peripheral speed of about 3,000 ft per minute, the increase of temperature per watt per square inch may be taken to be between 30 deg Cent and 40 deg Cent. The increase of temperature per watt per square inch increases as the surface speed is diminished. Thus for smooth-core armatures the increase of temperature is about 25 per cent greater at a peripheral velocity of 2,000 ft than at a peripheral velocity of 3,000 ft per minute. For ventilated armatures of ordinary design, *i.e.*, armatures with interstices, the increase of temperature is between 15 deg Cent and 20 deg Cent per watt per square inch for a peripheral speed of 3,000 ft per minute, and between 10 deg Cent and 12 deg Cent for a peripheral speed of 6,500 ft per minute<sup>1</sup>. The increase of temperature per watt per square inch varies somewhat with the temperature of the surface, but remains fairly constant for the temperatures used in practice.

In transformers submerged in oil in non cases, the rise in temperature, as measured by the increased resistance of the windings, is about 35 deg Cent per  $\frac{1}{10}$  watt per square inch of radiating surface of

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<sup>1</sup> The increase of temperature, as determined from resistance measurements, will generally be from 50 per cent to 100 per cent in excess of these values. This is clearly shown in the various tests described in the following pages.

the iron case, at the end of ten hours' run. Before this time has elapsed, small transformers will already have reached their maximum temperature, but transformers of 25 kilowatts capacity and larger may continue increasing in temperature for a much longer period. However, transformers are seldom called upon to carry their full load for a longer period than 10 hours. The same transformers, without oil, will have 30 per cent greater rise.

Large transformers are generally artificially cooled by forced circulation of oil, air, or water, the latter being circulated in pipes coiled about the transformers, and sometimes in the low potential coils of very large transformers, the conductors are made tubular, the cooling medium being forced through them. With artificially-cooled transformers, by using sufficient power for forcing the circulation, the rise of temperature may be kept down to almost any value desired. But, of course, the power applied to this purpose lowers the efficiency of the equipment.

Although constants such as those given above are very useful for obtaining a general idea of the amount of the increase of temperature, they should be used with discretion, and it should be well understood that the rise of temperature is greatly modified by various circumstances, such as

Field-magnet coils—depth of winding, accessibility of air to surface of spools, force with which air is driven against spool surfaces, shape and extent of magnet cores on which coils are located, season, latitude, nature of location, *i e*, whether near boiler-room or in some unventilated corner, or in a large well-ventilated station, or under a car, &c

Armature windings and cores—similar variable factors, particularly method and degree of ventilation, shape and details of spider, centrifugal force with which air is urged through ventilating ducts, degree of freedom from throttling in ducts, number of ducts, freedom of escape of air from periphery, and peripheral speed. Thus it will be readily understood that the values for rise of temperature per watt per square inch have to be determined from a number of conditions.

Small machines quickly reach the maximum temperature, large machines continue to rise in temperature for many hours. Hence the length of a heat run should be decided upon with reference to the nature of the apparatus and the use to which it is to be put. The heat should be distributed in proportion to the thermal emissivity of each part, with due regard to the permissible rise of temperature. Heating is of positive advantage, in so far as it is limited to temperatures that will keep the

insulation thoroughly dry, and thus tend to preserve it. But it is disadvantageous as regards preservation of insulation, in so far as it overheats and deteriorates it. The permissible temperature is thus dependent upon the nature of the insulation. In railway motors, the field conductors are insulated with an asbestos covering, as the location of the motors does not permit of their being sufficiently large to run cool under heavy loads.

### MAGNETS

The radiating surface of magnets of ordinary design, *i.e.*, those in which the diameter of the magnet coil approximately equals the length, is ordinarily taken to be the cylindrical surface, no account being taken of the ends, which in general are not very efficient for the radiation of heat, when, however, the magnets are very short, and the surface of the ends large, they should be considered.

### ARMATURES

Radiating surface of armatures in general, is taken to be the surface of those parts in which heat is generated, that are directly exposed to the air. Due allowance should be made for the different linear velocities of different portions of the armature windings. Thus in the ordinary Siemens type of armature the radiation per square inch, or thermal emissivity, at the ends, averages only about two-thirds that at the cylindrical surface, the difference being due to the difference in surface speed. In the case of armatures of very large diameter, the thermal emissivity at the ends becomes approximately equal to that of the cylindrical portion when the armatures are not very long. When the armatures have a length approaching half the diameter of the armature, the thermal emissivity at the ends may considerably exceed that midway between the ends of the armatures, unless special means for ventilating are resorted to.

In the "barrel" type of winding, now largely used, the end connections are approximately in the same cylindrical surface as the peripheral conductors, being supported upon a cylindrical extension from the spider. Here the entire armature winding revolves at the same peripheral speed, and is in the best position as regards ventilation.

The radiation of heat from an armature is not affected greatly by varying the surface of the pole-pieces, within the limits attained in ordinary

## *Estimation of Temperature Rise*

practice If, however, the magnets are rectangular in section, and placed closely together, the radiation of heat from the armature may be considerably restricted Further, unless the magnets are so placed with respect to each other that the heat of each is carried off independently of that of the others, special means for ventilating will have to be resorted to and the values given above will not hold Such constructions as the last two mentioned are not recommended for general practice

### EXAMPLE OF ESTIMATION OF TEMPERATURE RISE

Diameter of a certain ironclad armature	= 35 in
Length, over winding	= 25 „
Speed	= 360 revs per min
Internal diameter	= 18 in
$35 \times \pi \times 25$	= 2750 sq in
$18 \times \pi \times 25$	= 1420 „
$\frac{\pi}{1} \times (25^2 - 18^2) \times 2$	= 470 „
<hr/>	
Total radiation surface	= 4640 „

$$\text{Peripheral speed} = \pi \times \frac{35}{12} \times 360 = 3300 \text{ ft per min}$$

If well ventilated by internal ducts, it should be very safe to take 22 deg Cent rise of temperature per watt per square inch.

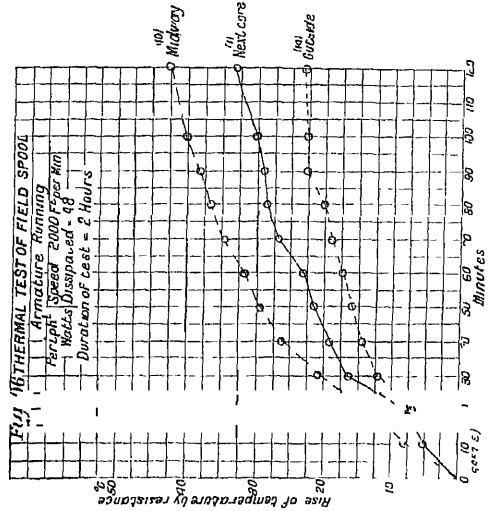
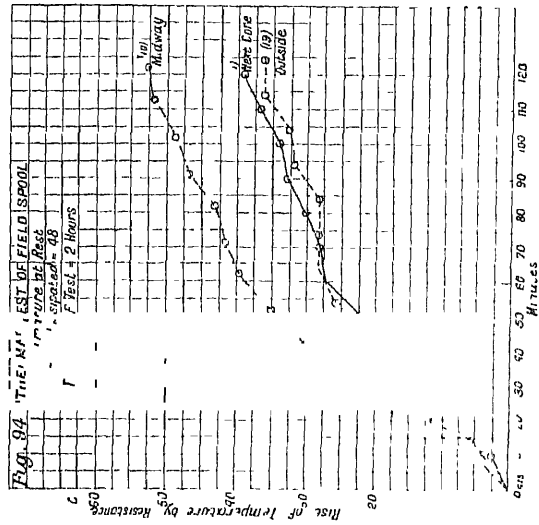
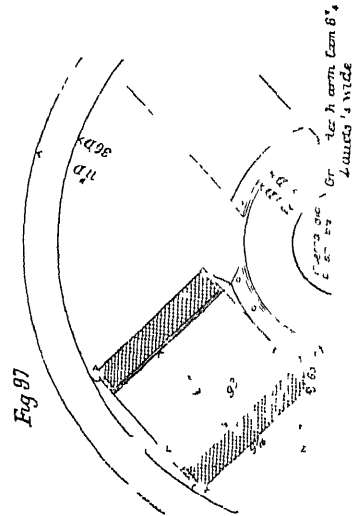
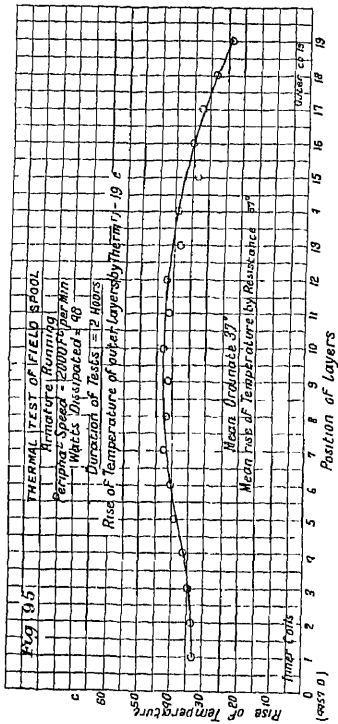
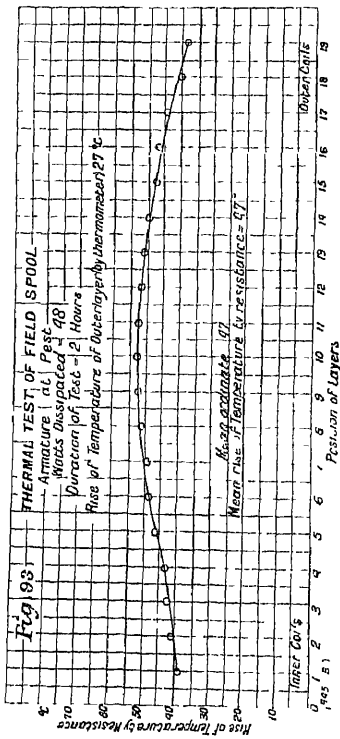
	Watts
Core loss	5000
Armature C <sup>2</sup> R	2600
<hr/>	
Total loss	7600

$$\frac{7600}{4640} = 1.64 \text{ watts per sq in}$$

$$1.64 \times 22 = 36 \text{ deg Cent rise of temperature at end of 10 hours' run at full load}$$

## INTERNAL AND SURFACE TEMPERATURE OF COILS

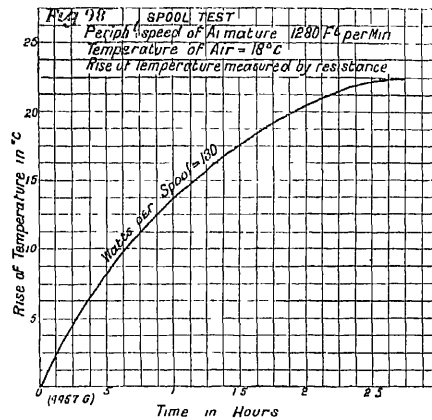
The importance of determining the internal temperature of coils, by resistance measurements, instead of relying upon the indications of thermometer placed upon the surface, is well shown by the results of the following test An experimental field-magnet coil was wound up with 2,646 total turns of No 21 B W G, the winding consisting in 38 layers from every pair of which, separate leads were brought out, to enable the



temperature of all parts of the coil to be determined by resistance measurements

Two distinct tests were made, one with the armature at rest, and the other with the armature running at a peripheral speed of 2,000 ft per minute. Each test lasted two hours, the current through the coil being maintained constant at one ampere throughout both tests. Every ten minutes a reading was taken on a voltmeter across each pair of layers, thus giving a record of the change in resistance as the test progressed. A dimensional sketch of the coil, pole-piece, and armature is given in Fig 92, and the results of the tests are plotted in the curves of Figs 93, 94, 95, and 96.

For the armature at rest (Fig 93) shows the ultimate rise of



temperature in the different layers plotted against the positions of those layers, and Fig 94 shows the rise of temperature in the innermost layers, the middle layers, and the outside layers, plotted against time. The curves show well that without the aid of the circulation of air set up by the rotation of the armature, the metal of the field-magnet core is as effective in carrying away the heat, as is the air which bathes the surface of the spool. For the armature running at a peripheral speed of 2,000 revolutions per minute, the results are plotted in the curves of Figs 95 and 96. The latter figure shows that with the circulation of air set up by the rotation of the armature, the outside of the coil is maintained much cooler than is the inner surface adjoining the field-magnet core. But the most significant conclusion to be drawn from the tests is that shown by Figs 93 and 95, namely, that the temperature of the interior layer of a coil may considerably exceed the



Out of the four field spools, two only were under observation, *i e*, the top two. On one of these two spools the cording and insulation was taken off, and the winding exposed directly to the air, the remaining spools remained corded. For the purpose of measuring the outside temperature of the spools, thermometers were placed, for the one spool on the outside of the winding, and for the other spool on the outside of the cording, the third temperature measurement was determined from the resistance increase of the four spools in series. Thus, three temperature measurements were made —

1st On the outside of the uncorded spool, by thermometer

2nd       "       "       corded       "       "

3rd Increase of temperature of the four spools by resistance

The four spools were connected in series, the amperes input being kept constant, and the volts drop across the four spools noted.

In the first case, the armature remained stationary, and results were obtained with 5, 75 and 1 ampere. These results are set forth in the curves of Figs 100 to 105.

The armature was then revolved at a peripheral speed of 2000 ft per minute, and temperature rises observed at 75, 1 and 1.25 amperes. In this case, a different procedure was adopted. On the temperature reaching a constant value with 75 ampere, the test was carried on, the amperes being raised to 1, and again, after reaching a constant value, to 1.25 amperes. At this point the temperature reached a value above which it was not advisable to go. Results of this test are set forth in the curves of Figs 106 and 107.

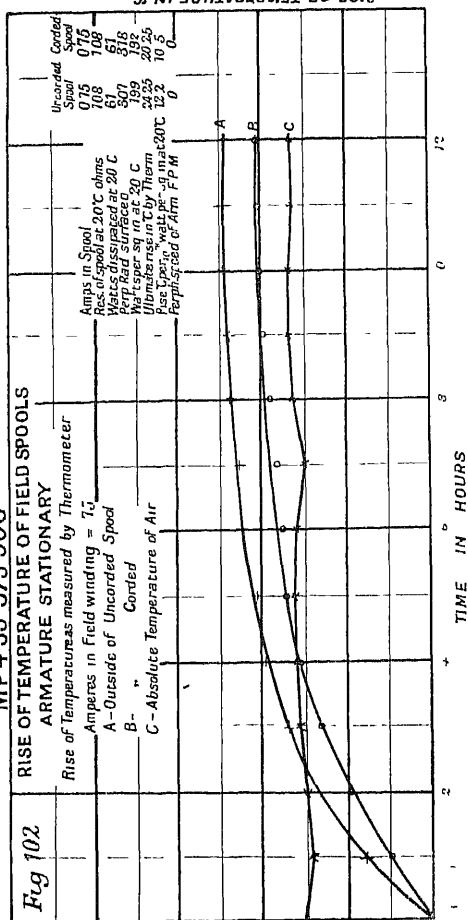
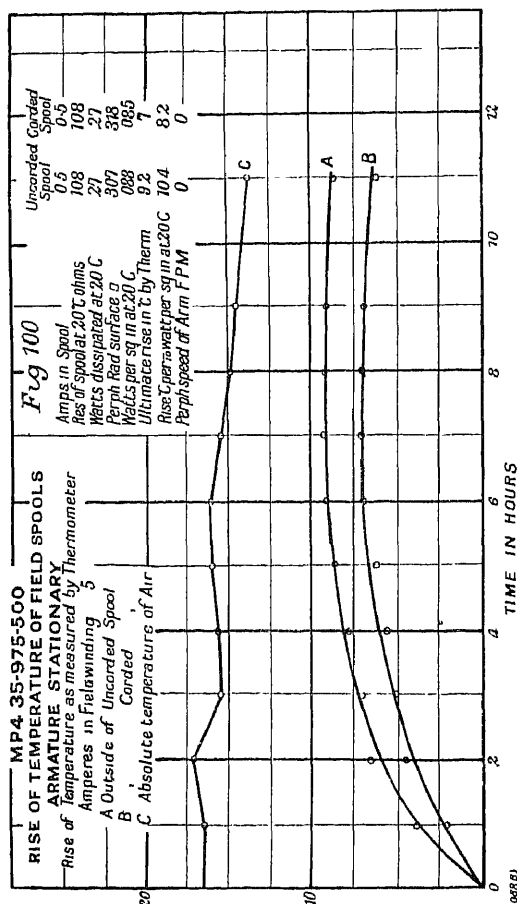
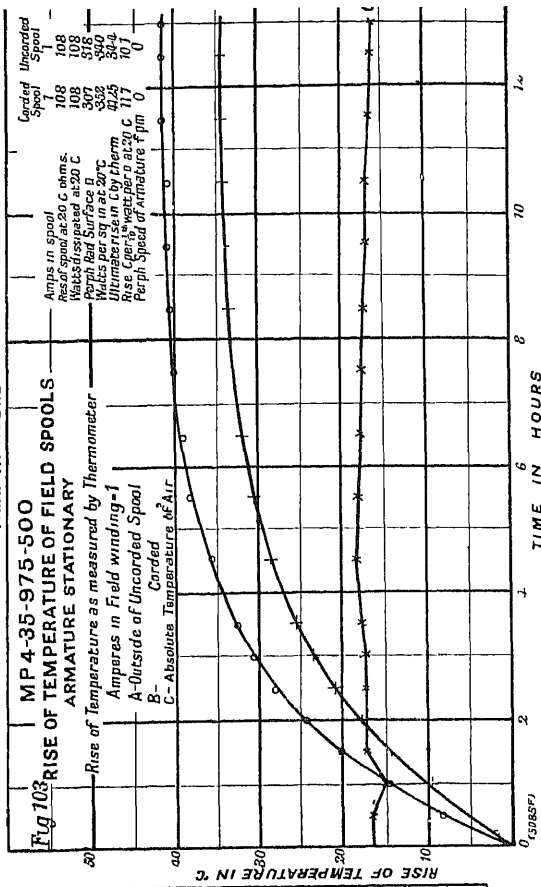
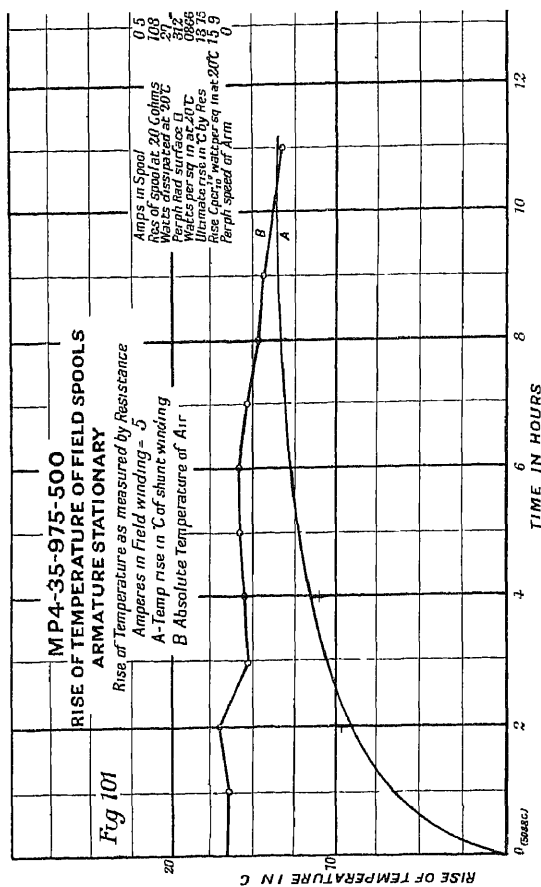
Two further tests were carried out on similar lines, at peripheral speeds of 3,500 ft and 4,800 ft per minute, results of which are set forth in the curves of Figs 108 to 111.

From the curves of Fig 112, in which the average results of all these tests are summarised, it will be noted that a considerable increase of speed above 2,000 ft per minute does not, for this machine, reduce the temperature rise to any very great extent.

On each of the curves a table is given, setting forth the working data, and the constants derived from the tests. It will be noted that the results are figured from the assumption that the watts dissipated remain constant, whereas in reality they vary as the temperature alters, but as this variation would complicate the calculations, these are based on the resistance at 20 deg Cent, namely, 108 ohms per spool.



# INFLUENCE OF PERIPHERAL SPEED ON TEMPERATURE RISE



# INFLUENCE OF PERIPHERAL SPEED ON TEMPERATURE RISE

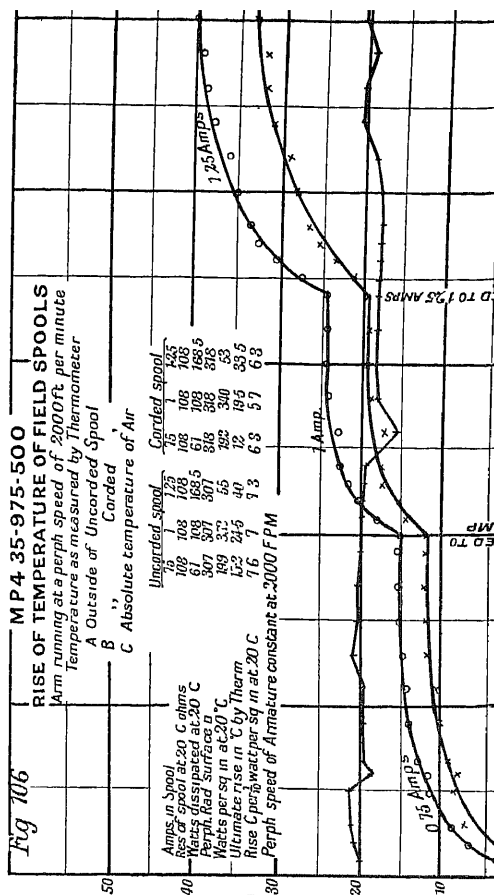
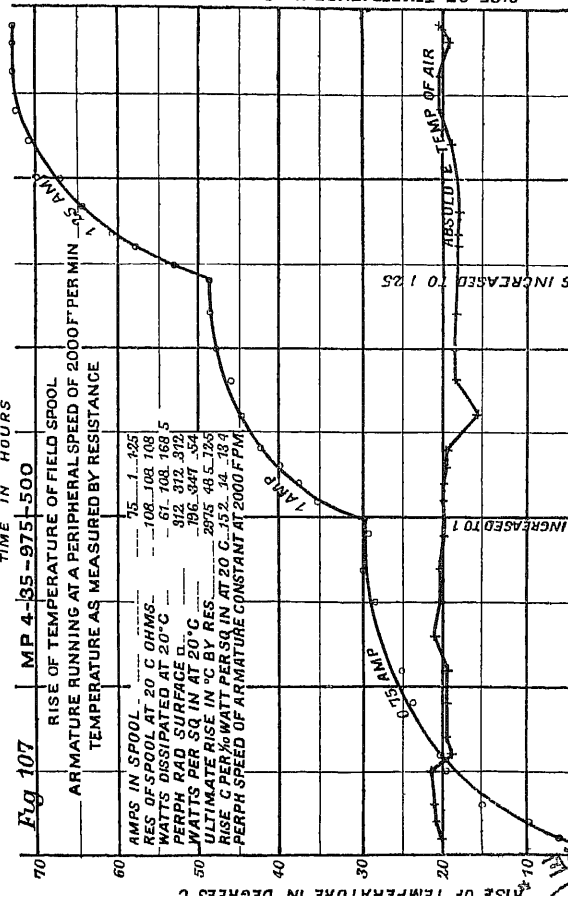
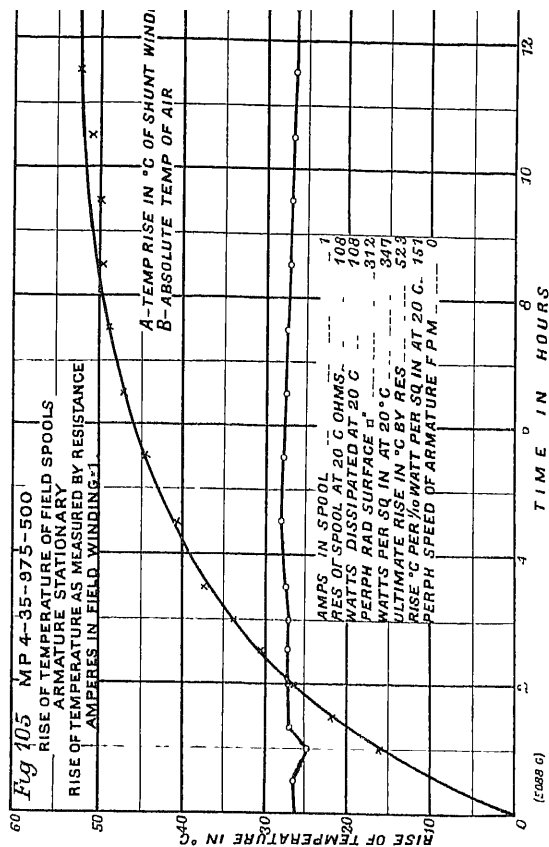
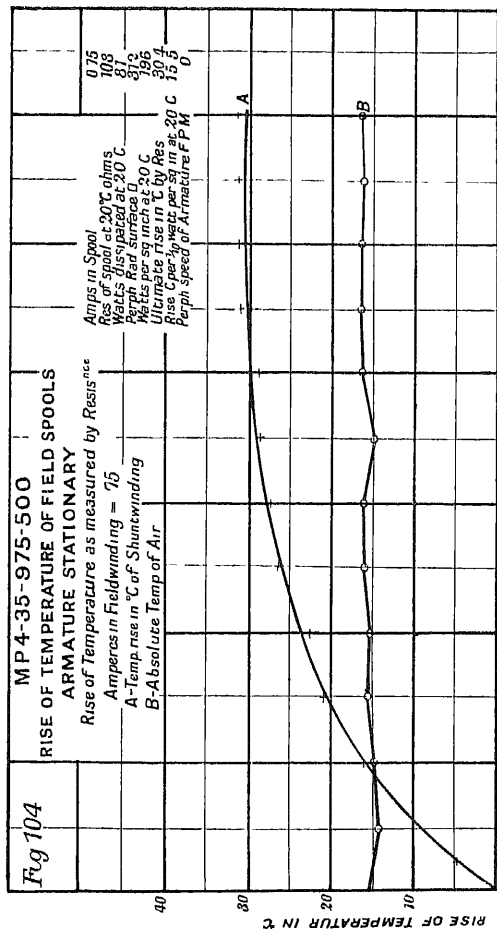


Fig 108

MP 4-35-975-500  
RISE OF TEMPERATURE OF FIELD SPOOLS  
ARMATURE RUNNING AT A PERIPHERAL SPEED OF 3500 FT PER MIN  
TEMPERATURE AS MEASURED BY THERMOMETER

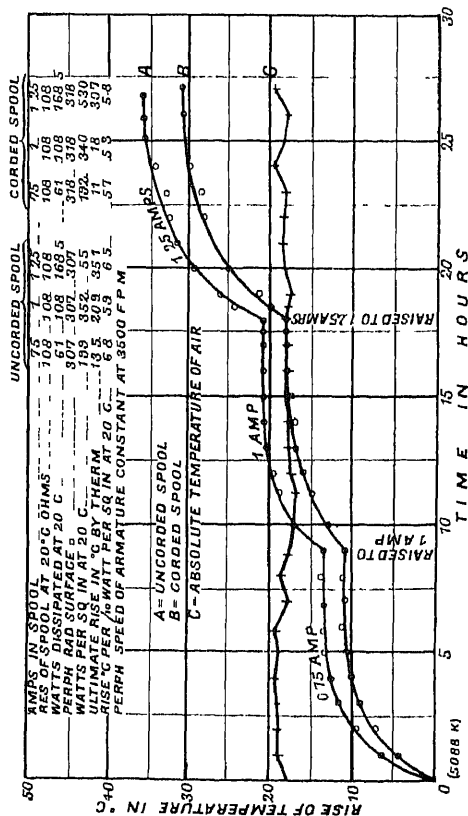


Fig 109

MP 4-35-975-500  
RISE OF TEMPERATURE OF FIELD SPOOLS  
ARMATURE RUNNING AT A PERIPHERAL SPEED OF 3500 FT PER MIN  
TEMPERATURE AS MEASURED BY RESISTANCE

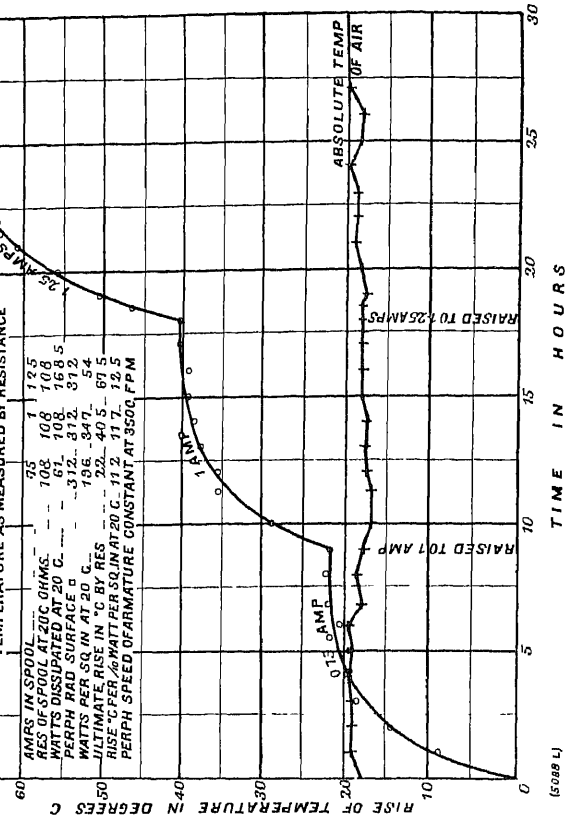


Fig 110

MP 4-35-975-500  
RISE OF TEMPERATURE OF FIELD SPOOLS  
ARM RUNNING AT A PERIPHERAL SPEED OF 4800 FT PER MIN

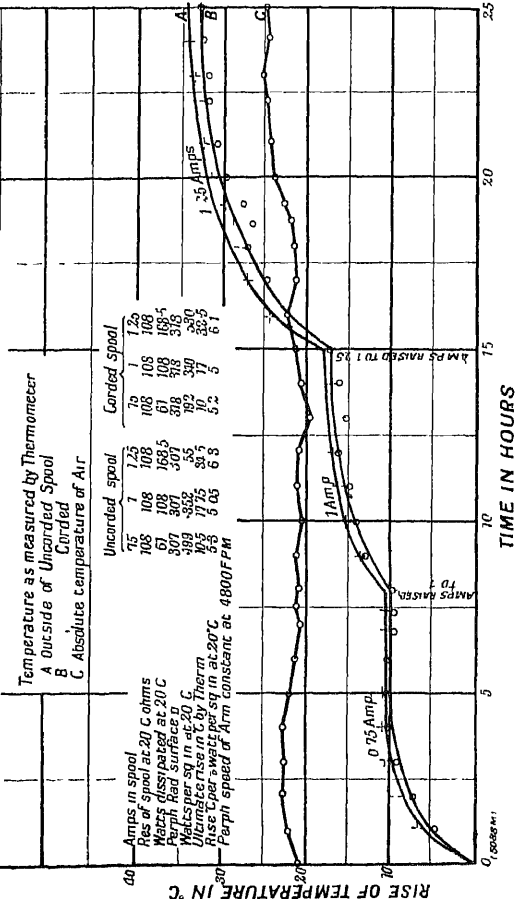
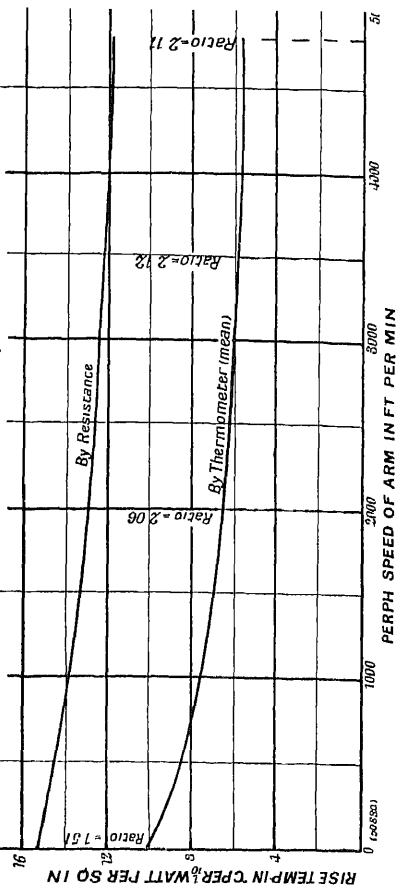


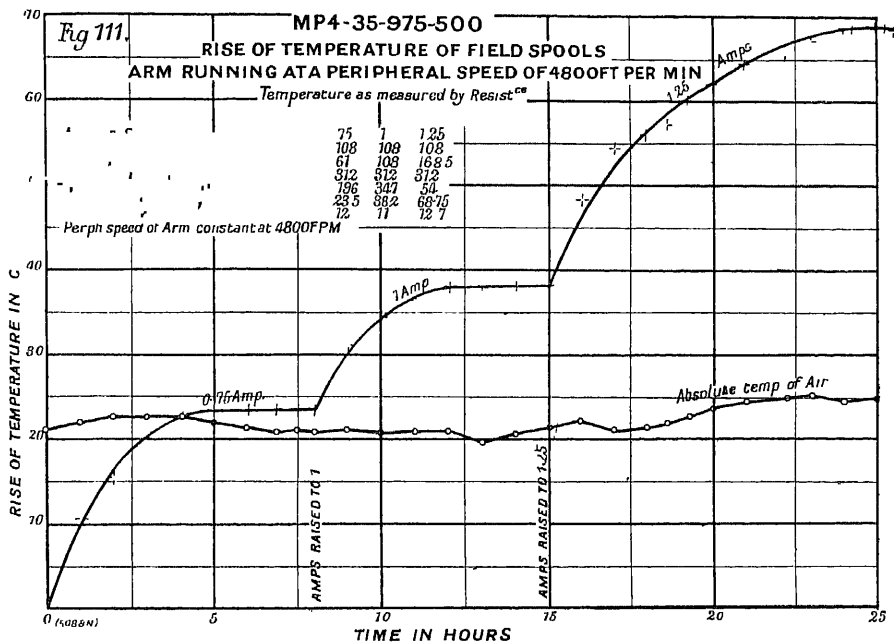
Fig 112

THE RELATION OF THE PERPH SPEED OF THE ARM  
TO THE RISE IN CPER 1/2 WATT PER SQ IN OF RAD SURFACE



The peripheral radiating surfaces of the two spools differ, owing to the cording having been removed in the one case, therefore, in figuring on the thermometer measurements of the corded and uncorded spools then respective radiating surfaces are used, but in the case of the measurements of temperature rise by resistance, a mean peripheral radiating surface is taken

It should furthermore be noted that the higher the peripheral speed of the armature, the less is the difference between the temperature rise observed from thermometric readings on the surfaces of the corded and the uncorded spools



The armature had two ventilating ducts, each one half inch wide through which air was thrown out centrifugally, after entering through the open end of the armature spider

#### HEAT LOSSES— $C^2 R$ DUE TO USEFUL CURRENTS IN THE CONDUCTORS

Heat generated, due to the current and resistance, is calculated directly from these two factors. The resistances should be taken to correspond to the temperature the conductors attain in practice. To determine this temperature, resistance measurements are much more reliable than thermometric measurements. For standard sizes of wire the resistance is most conveniently determined by ascertaining from tables

the ohms per 1000 ft of the size of wire in question. Then the length of wire in the magnet spool or armature, as the case may be, should be computed from the number of turns and the mean length of one turn. The total resistance can then be obtained.

The Appendix contains Tables of this description, which give the properties of commercial copper wire for three standard gauges, namely, B and S (American), S W G (Board of Trade), and B W G (Birmingham Wire Gauge). They have been arranged with especial reference to convenience in designing electrical apparatus, but they do not differ greatly from the Tables arranged for exterior wiring and other purposes. They serve as a basis for thermal calculations, and are also useful in the calculation of spool windings, as considered in the section on the design of the magnetic circuit.

*Example* — A certain transformer has, in the primary, 1200 turns of No 7 B and S. Mean length of one turn = 28 in = 2.33 ft. Total length =  $2.33 \times 1200 = 2800$  ft. No 7 B and S has (see Table in Appendix), at 20 deg Cent, 497 ohms per 1000 ft. Therefore the primary resistance at 20 deg Cent =  $2.8 \times 497 = 1.40$  ohms. Suppose full load current = 13 amperes. Then the primary  $C^2 R = 169 \times 1.40 = 237$  watts.

Specific resistance of commercial copper at 0 deg Cent

= 0.0000160 ohms per cubic centimetre

= 0.0000063 ohms per cubic inch

*i.e.*, between opposite faces of a cubical unit. The above constants are of use when other than standard sizes of wire are employed. In connection with them it should be kept in mind that the resistance of copper changes about 39 per cent per deg Cent. Where more convenient, and where greater accuracy is desired, use may be made of the following factors by which the resistance at 0 deg Cent should be multiplied in order to obtain the resistance at the temperature employed —

TABLE XXIX

Deg Cent	
0	1.000
20	1.080
40	1.160
60	1.250
80	1.337
100	1.422

*Example*—An armature has a conductor 60 in by 30 in = 180 square inches in cross-section. It has an eight-circuit double winding. Total turns = 800. Mean length of one turn = 60 in. Turns in series between brushes =  $\frac{800}{8 \times 2} = 50$ . Therefore, length of winding between positive and negative brushes =  $50 \times 60 = 3000$  in. Cross-section =  $8 \times 2 \times 18 = 288$  square inches. Therefore resistance at 0 deg Cent =  $\frac{3000 \times 0.0000063}{288} = 0.00655$  ohms. Suppose the full-load current of 4000 amperes heats the armature conductors to 60 deg Cent. Then the armature  $C^2 R$  at 60 deg Cent =  $4000^2 \times 0.00655 \times 1.25 = 13,100$  watts.

The Tables of properties of commercial copper wire is supplemented by a Table in the Appendix, giving the physical and electrical properties of various metals and alloys. This Table, used in connection with the others, permits of readily determining resistances, weights, dimensions, &c., of various conducting materials.

#### FOUCAULT CURRENTS

In addition to the  $C^2 R$  losses in the conductors, there are losses due to parasitic currents, often termed eddy, or foucault currents, when solid conductors, if stationary, are exposed to the influence of varying induction from magnetic fields, and whenever they are moved through constant magnetic fields, except in cases where the solid conductors are shielded from these magnetic influences.

In armatures with smooth-core construction, the conductors are not screened from the magnetic field, consequently there may be considerable loss in the conductors, from foucault currents. This loss has been found to vary greatly, according to the distribution and density of magnetism in the air-gap, and cannot be accurately predetermined.

In practice this loss is kept as small as possible, in the case of bar windings, by laminating the bars and insulating them from each other, or in the case of wire windings, by using conductors  $\frac{1}{16}$ -in or less in diameter, and twisting these into a cable. The amount by which the foucault current loss can be lessened in this last method is forcibly illustrated by the following example. The winding of a certain armature consisted of four

wires in parallel, each 0.165 in. in diameter. These conductors were replaced by 19 strands of cable having the same cross-section of copper, and the total loss of the armature was diminished by one-third.

In iron-clad dynamos, the conductors are more or less protected from eddy currents by being embedded in slots. This exemption from such losses depends upon the extent to which the teeth overhang, and upon the density in the teeth, very high density throwing part of the lines through the slots, instead of permitting them all to be transmitted along the teeth. Even where the tooth density is low, stranded conductors must sometimes be used in iron-clad armatures. As an instance, may be cited the case of an alternating current armature with a slot of the proportions shown in Fig. 113. Here solid conductors of the proportions shown were at first used, but the cross-flux set up by the armature current was perpendicular to the plane of the conductors, and excessive heating resulted from the eddy currents set up in the solid conductors. Stranded conductors should be used in such a case.

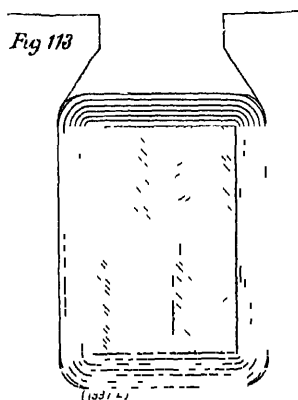
Stranded conductors are open to the objections of increased first cost, and of having from 15 per cent to 20 per cent higher resistance for given outside dimensions. This increased resistance is not entirely due to the lesser total cross-section of the component conductors, but also partly to their increased length, caused by the twist given them in originally making up the conductor. The stranded conductor, constructed, in the first place, with a circular cross-section, is pressed to the required rectangular section, in a press operated by hydraulic pressure. No precautions, such as oxidising, or otherwise coating the surface of the component wires, are necessary. The mere contact resistance suffices to break up the cross-currents.

Closely related to the losses just described, are the eddy current losses in all solid metal parts subjected to inductive influences. This occurs chiefly in pole-faces, but if the proportions of the armature are such that, in passing the pole-pieces, the reluctance of the magnetic circuit is much varied, eddy currents will be found throughout all solid parts of the entire magnetic circuit. Consequently, in such cases, not only the pole-pieces, but the entire magnetic yoke, should be laminated. Such a construction has been used in alternators, with the result that, especially in the case of uni-slot armatures, a very marked improvement has been made in efficiency and in heating.

In continuous-current machines, the surface of the armature is broken

up by a large number of small slots, and the disturbance is mainly local, the reluctance of the magnetic circuit, as a whole, remaining unchanged. Nevertheless, in such cases, the loss in the neighbourhood of the pole-face may be large, and will be found to depend chiefly upon the depth of the air-gap as related to the width of the slot opening. Instances have occurred in small machines, where increasing the depth of the air-gap from  $\frac{1}{8}$  in. to  $\frac{1}{4}$  in., has greatly modified the magnitude of such pole-face losses. Straight-sided armature slots give, of course, much greater losses in the pole-face than slots with overhanging projections, while if the slots are completely closed over, the loss is practically eliminated.

Pole-faces frequently consist of a laminated structure, cast in, or sometimes bolted on, to the upper portion of the magnet core. Another



type of construction consists in laminating the entire magnet core and casting it into the solid yoke.

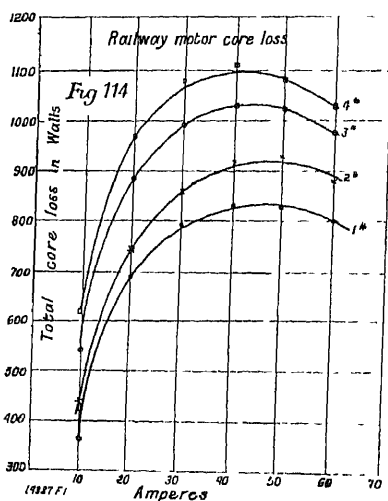
In the neighbourhood of conductors and coils which are the seat of high magneto-motive forces, solid supports, shields, and the like, should be avoided, unless of high resistance, non-magnetic material, such as manganese steel. For this reason spool flanges could also well be made of manganese steel.

Eddy-current losses in the sheets of armature cores are dependent upon the square of the density of the flux, the square of the periodicity, and the square of the thickness of the sheets. Also upon the care with which the laminations are insulated from each other. It is, therefore, important to avoid milling and filing in slots, as this tends to destroy the insulation, and makes a more or less continuous conductor parallel to the copper conductors. Consequently, the eddy-current loss is quite largely



dependent upon the relative magnitudes of flux, number of turns, and length of armature parallel to the shaft, as upon these quantities depends the volts per unit of length tending to set up parasitic currents in the armature core. Owing to the less amount of machine work, smooth-core armatures are much more apt to be free from parasitic currents in the core. The more such losses from eddy currents are anticipated from the nature of the design, the greater should be the safety factor applied to the value of the core loss as derived from the curves of Figs 35 and 36 (see page 34).

Armature punchings should, when possible, be assembled without any milling or filing. Cases are on record where the milling of armature slots



has increased the core loss to three times its original value, the metal removed by milling being merely a thin layer from the sides of the slot. Even light filing increases the core loss considerably. Most of the increase, in both these cases, is due to the burring of the edges making a more or less continuous conductor, although there is also a slight increase due to injuring the quality of the iron by mechanical shock.

In a modern railway motor, this matter was studied by testing the core loss at various stages of the process of manufacture. The curves of Fig 114 represent the average results from tests of two armatures.

Curve 1	was taken after	assembling the punchings
" 2	"	teeth were wedged straight
" 3	"	slots were slightly filed
" 4	"	winding

The difference between curves 3 and 4 gives the eddy-current loss in the conductors. The particular shape of the curves possesses no especial significance in connection with the object of the investigation, and is merely due to the armature having been driven at the various speeds corresponding to the conditions of practice for the corresponding values of the current.

#### HYSTERESIS LOSS IN CORES.

The hysteresis loss in armature cores may be estimated directly from curve A of Fig 35 (page 34), which represents the magnetic grade of iron generally used in armature construction. However, the temperature of annealing, and the subsequent treatment of the iron, materially influence the result.

In Fig 115 (page 108) are given three curves of total core losses of three railway motor armatures

Curve 1 Iron annealed after punching

Curve 2 Iron annealed before punching

Curve 3 Iron not annealed

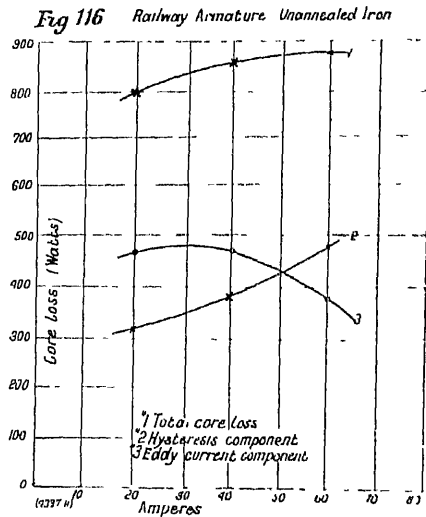
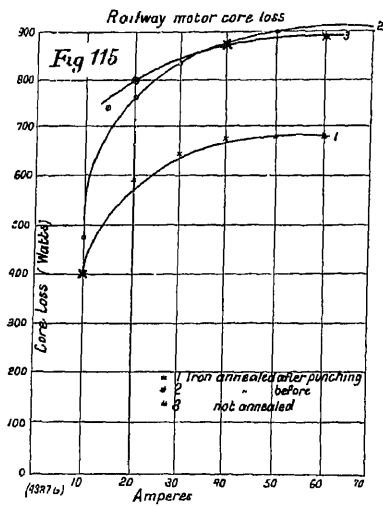
Nevertheless, it is very likely that in the case of a railway motor armature, the rough conditions of service soon largely destroy any temporary gain from annealing subsequent to punching.

In Fig 116 the total core loss in the armature with unannealed iron has been analysed, and the hysteresis and eddy current components are shown in curves Nos 2 and 3, the resultant loss being given in curve No 1.

The question of core loss is not of vital importance in armatures, being of chief interest from the thermal standpoint. But with transformers it is of the utmost importance, as it is the controlling factor in determining the all-day efficiency. Special consideration will be given hereafter to the matter of core loss in transformers. At this point it will be sufficient to state that iron of at least as good quality as that shown in Curve B of Fig 35, should be specified and secured. Even with sheets carefully japanned, or separated by paper, the eddy-current loss in transformers will be from once and a half to twice the theoretical value given in the curves of Fig 36. This may, perhaps, be explained by supposing the flux not to follow the plane of the sheet, but to sometimes follow a slightly transverse path, thus having a component in

a direction very favourable for the setting up of eddy currents in the plane of the sheets In Figs 139 and 140, on page 136, will be found curves especially arranged for convenience in determining *transformer* core losses

In addition to considering the subject of heating from the standpoint of degrees rise of temperature per watt per square inch of radiating surface, it is useful in certain cases to consider it on the basis of rate of generation of heat, expressed in watts per pound of material Similarly to the manner in which the curves of Figs 35 and 36 give the rate of generation of heat in iron by hysteresis and eddy currents, there are given in Fig 117 curves showing the rate of generation of heat in copper,



due to ohmic resistance One's conception of the relative magnitudes of these quantities in copper and iron is rendered more definite by a study of the values given in Tables XXX and XXXI —

TABLE XXX — COPPER

Current Density in Amperes per Square Inch	Rate of Generation of Heat by Ohmic Resistance				Watts per Pound	
	0 Deg Cent	20 Deg Cent	40 Deg Cent	60 Deg Cent	80 Deg Cent	100 Deg Cent
500	50	51	58	62	67	71
1000	2 00	2 15	2 33	2 48	2 68	2 84
1500	4 10	4 71	5 1	5 5	5 9	6 2
2000	7 9	8 4	9 1	9 8	10 6	11 2
2500	12 3	13 3	14 3	15 3	16 5	17 5
3000	17 7	19 0	20 6	22 8	23 7	25 0

TABLE XXXI — SHEET IRON

Flux Density (Kilolines per Square Inch)	Rate of Generation of Heat by Hysteretic Resistance (and by Ohmic Resistance to the Extent to which Eddy Currents are Present)			
	25 Cycles	60 Cycles	100 Cycles	125 Cycles
20	10	25	44	59
40	27	75	13	185
60	56	15	28	40
80	92	25	48	67
100	14	38	73	105
120	20	54	105	15
140	28	77	15	22

Table XXXI should also be used in calculating iron losses at high densities, as it extends beyond the range of the curves of Figs 35 and 36

Smooth-core armatures can be run at higher current densities than non-clad armatures, owing to the better opportunity for cooling. Likewise with non-clad armatures, those with a few large coils have to be designed with lower current densities than those in which the winding is subdivided into many smaller coils.

In Table XXXII are given some rough figures for the current densities used in various cases —

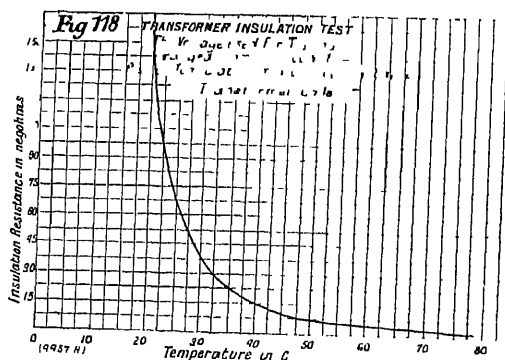
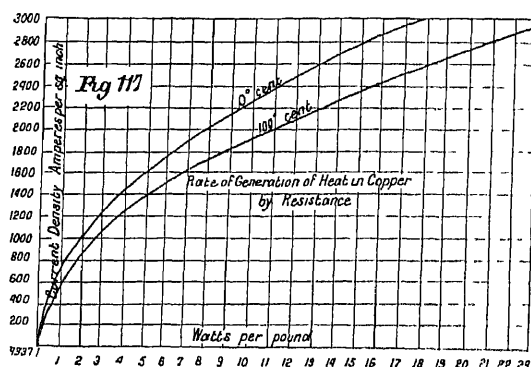
TABLE XXXII

	Amperes per Square Inch
Small high speed armatures	2500 to 3500
Large " "	1500 " 2500
Small low-speed armatures	1500 " 2000
Large " "	1100 " 1600
Transformers with forced circulation of oil or air	800 " 1500
Large transformers immersed in oil or air	500 " 900
Small " " "	500 " 1100

In the case of small transformers the current density could be very much higher without causing excessive temperature rise, but such transformers would have poor regulation. On the other hand, large transformers, when properly designed, have better regulation than is necessary, the current density being limited from thermal considerations. Although many large transformers are so poorly designed that a few hours' run at full load heats them up to above 100 deg Cent, this is bad practice, as it causes deterioration both of insulation and of iron<sup>1</sup>. A rise of not more than 60 deg Cent should be aimed at, even with large transformers.

<sup>1</sup> See pages 29 to 32 for discussion of deterioration of iron at high temperatures

The curve of Fig 118 shows that even a rise of 60 deg Cent reduces the insulation resistance of a transformer to a small percentage of its resistance when cold. In other words, insulating substances have a very large negative temperature coefficient. In this case, where the insulating material was a composition of mica and cloth, the transformer being immersed in oil with which the insulation was thoroughly impregnated, the average temperature coefficient between 20 deg Cent and 80 deg



Cent was — 8, that is, the insulation resistance increased 80 per cent per deg Cent decrease of temperature. But the ability of this insulating material to withstand the disruptive effects of very high potentials is practically unimpaired. Consequently, it is important to distinguish carefully between the ability to withstand the application of high voltages and the insulation resistance, as measured in megohms. The insulation resistance in megohms returns to its original high value when the transformer is again cold.

### RAILWAY MOTORS

The necessity in this class of apparatus of having high efficiency at light loads (which is the condition under which railway motors operate the greater part of the time), requires that they shall be designed with an efficiency curve which quickly reaches its maximum, and falls off very much at larger loads. As a consequence, a good railway motor cannot be operated for long periods at its full rated drawbar pull, without reaching an excessive and dangerous temperature. The need for compactness also requires running at high temperature under the condition of long-sustained full load. In the section relating to the design of railway motors, this matter is more fully considered.

### ARC DYNAMOS

Arc dynamos are designed to maintain constant current, partly, and sometimes almost entirely, by inherent self-regulation. This requires a large number of turns both on field and armature, and in order to obtain reasonable efficiency, the conductors have to be run at very low-current densities. As a consequence, a properly designed arc dynamo will run much cooler than would be at all necessary from the thermal standpoint. Such a machine must be, of course, large and expensive for its output.

In apparent contradiction to the above statement stands the fact that almost all arc machines at present in operation run very warm. But this is because almost all arc machines as now in use have such low efficiencies, particularly at anything less than full load, as to render it extremely wasteful to continue them in service. By throwing them all out and installing well-designed apparatus, the saving in maintenance would quickly cover the expenses incurred by the change.

### CONSTANT POTENTIAL DYNAMOS

In constant potential dynamos it should be the aim to have the electromagnetic and thermal limits coincide. Forty or fifty degrees Centigrade rise in temperature during continuous running is generally considered entirely satisfactory, although the requirements for Admiralty and other Government work are usually more rigid. In constant-potential machines the efficiency is so high (especially when compared with the engine

efficiency) when the temperature limit is satisfactory, that the efficiency should seldom be a determining factor. Proper thermal and electromagnetic constants should be the limiting considerations.

In dynamos it is customary to quote the efficiency at the temperature reached by the machine at the end of several (generally ten) hours' run, but in the case of transformers, it is generally quoted at 20 deg Cent. Nothing except prevailing practice justifies these contradictory methods.

#### COMMUTATOR HEATING.

The heating of the commutator arises from three causes — the mechanical friction of the brushes, the  $C^2R$  due to the useful current flowing across the contact resistances, and the heating due to the waste currents caused by short-circuiting of adjacent segments, and by sparking. Copper brushes may, under good conditions, be run up to a density of 200 amperes per square inch of contact surface, and even higher in small machines. Carbon brushes should preferably not be run above 40 amperes per square inch of contact surface, except in small machines, where, with good conditions, much higher densities may be used. The pressure need seldom exceed 2 lb per square inch of brush-bearing surface, and a pressure of 20 oz per square inch corresponds to good practice. In the case of railway motors this has to be considerably increased, because of the excessive jarring to which the brushes are subjected.

At a peripheral speed of commutator of 2,500 ft per minute, which corresponds to good practice, the rise of temperature of the commutator will seldom exceed 20 deg Cent per watt per square inch of peripheral radiating surface for unventilated commutators, and with special ventilating arrangements depending upon centrifugal flow of air, this figure may be considerably improved upon. The total rise of temperature should preferably not exceed 50 deg Cent for continuous running at full load.

The contact resistance offered by carbon brushes at a pressure of 20 oz per square inch of bearing surface, and at ordinary current densities and peripheral speeds, may be taken at 0.3 ohms per square inch of contact surface. That is, if there are, for instance, four positive and four negative brushes, each with 1.25 square inches of bearing

surface, the resistance of the positive brushes will be  $\frac{0.3}{4 \times 1.25} = 0.06$  ohms

and this will also be the resistance at the negative brushes, consequently, the total contact resistance will be 0.12 ohms from positive to negative brushes

The contact resistance of copper brushes need not exceed 0.03 ohms, per square inch of contact surface, and with good conditions will be less

In estimating the friction loss, the coefficient of friction at the standard pressure, and with the commutator and brushes in good condition may be taken equal to .3

To illustrate the application of these constants in estimating the heating of a commutator, the case may be taken of a six-pole 120-kilowatt generator with a 30 in diameter commutator, whose length, parallel to shaft, is 8 in, and which is furnished at each of its six neutral points with a set of four carbon brushes, each having a bearing surface of 1.5 in  $\times$  .75 in = 1.13 square inches. Consequently, there being twelve positive and twelve negative brushes, the total cross-section of contact for the current is  $12 \times 1.13 = 13.5$  square inches

The capacity of the machine is 480 amperes at 250 volts, consequently, the current density is 36 amperes per square inch. Taking the contact resistance at .03 ohms per square inch, the total contact resistance

amounts to  $\frac{0.3}{12 \times 1.13} \times 2 = 0.045$  ohms from positive to negative terminals. Therefore the  $C^2R$  loss is  $480^2 \times 0.045 = 1050$  watts. Pressure is adjusted to about  $1\frac{1}{4}$  lb per square inch. Total pressure  $1.25 \times 13.5 \times 2 = 34$  lb. Speed = 300 revolutions per minute. Peripheral speed = 2360 ft per minute. Therefore, foot-pounds per minute =  $2360 \times 34 \times 3 = 24,000$  foot pounds = 73 horse-power = 545 watts

	Watts
$C^2R$	= 1050
Friction	= 545
Allow for stray losses	= 100

Total commutator loss = 1695

Radiating surface =  $8 \times 30 \times \pi = 760$  sq in

Watts per sq in =  $1695 \div 760 = 2.2$

Figuring the rise at 20 deg Cent per watt per square inch, there is obtained —

Total rise temperature =  $2.2 \times 20 = 44$  deg Cent



Careful tests fail to show any considerable decrease in resistance of contact on increasing the brush pressure beyond 20 oz per square inch, nor does it change very greatly for different speeds and current densities, at least not enough to be worth taking into account in the necessarily rough approximate calculations. It will, of course, be understood that when brushes or commutator are in poor condition, friction,  $C^2R$  and stray losses, are certain to greatly increase.

### FRICION LOSS

The loss through windage and bearing friction necessarily is very dependent upon the nature of the design and the method of driving. When the armature is directly driven from the engine shaft, and is not provided with an outboard bearing, the loss has to be shared by both engine and dynamo. With belt-driven dynamos a third bearing beyond the pulley is sometimes necessary. The loss due to belt friction is not properly ascribable to the dynamo. If the armature and spider are furnished with internal fans and flues, or other ventilating arrangements, the advantage in cooling thereby gained necessarily involves increased friction loss. In a line of high-speed alternators thus designed, the friction loss ranged from one per cent in the large sizes up to three per cent in the small sizes, the range being from 400 kilowatts to 60 kilowatts capacity, and the machines being belt-driven, the belt losses, however, not being included. The speeds were from 360 revolutions per minute for the 400 kilowatt, up to 1500 revolutions per minute for the 60 kilowatts.

Some similar continuous-current belt-driven generators, for rather lower speeds, had friction losses ranging from 8 per cent in the 500 kilowatt sizes up to 2 per cent, or rather less, in the 500 kilowatt sizes.

Large direct-coupled slow-speed generators will have considerably less than 1 per cent friction loss, and such machines for 1000 kilowatts and over should have friction losses well within  $\frac{1}{2}$  per cent.

## DESIGN OF THE MAGNETIC CIRCUIT

In practice, the solution of magnetic problems is generally largely empirical, on account of the very great difficulty in calculating the magnetic leakage, as well as in determining the precise path which will be followed by the magnetic flux in those parts of the magnetic circuit which are composed of non-magnetic material, such as—in dynamos and motors—the air gap between the pole-face and the armature surface. In closed circuit transformers no such difficulties arise, and the determination of the reluctance of the magnetic circuit becomes comparatively simple.

Analogies between electric and magnetic circuits are misleading, since a magnetic circuit of iron located in air is similar to an electric circuit of high conductivity immersed in an electric circuit of low conductivity, the stream flow being proportional to the relative conductance of the two circuits. Moreover, in magnetic circuits the resistance varies with the flux in a manner dependent upon the form and materials of the magnetic circuit.

For the purpose of calculation it is assumed that the magnetic flux distributes itself according to the reluctance of the several paths between any two points. The difference of magnetic potential between two points is equal to the sum of the several reluctances between these points, multiplied by the flux density along the line over which the reluctances are taken. The permeability of air being unity, and that of iron being a function of the flux density, it follows that a proportion of leakage flux, or flux external to the core of an electro-magnet, increases with the flux density in the core, and with the magnetic force. Practically, the function of a magnetic circuit is to deliver from a primary or magnetising member a definite magnetic flux to a secondary member. Thus, in the case of a dynamo or alternator, the function of the field magnets or primary member is to deliver a certain flux to the armature, in the case of a transformer, that of passing through the secondary coils a certain magnetic flux. The secondary member reacts upon the primary member, and affects the effective magnetic flux according to the amount of current generated.

in the secondary member. This reaction acts to change the magnetic flux in the secondary member in two ways, first by reducing the resultant effective magneto-motive force acting on the magnetic circuit, and, secondly, by affecting the magnetic leakage by altering the differences of magnetic potential and distribution of magnetic forces around the magnetic circuit.

In the case of a generator with brushes set with a forward lead, the reaction is such as to demagnetise the field magnets and increase the leakage.

In the case of a motor with brushes set with a forward lead, the reaction is such as to increase the flux through the armature by added magneto-motive force and diminished leakage.

In the case of an alternating-current generator, the reaction is such as to diminish the flux with lagging armature current, or with leading current to increase the flux.

In the case of a transformer with lagging current, the effect is to diminish the effect of the primary current, and with leading current to increase this effect.

As stated above, however, the leakage in general is affected according to the magneto-motive force between any two points. The effective flux in any magnetic circuit is equal to the resultant magneto-motive force divided by the reluctance of the magnetic circuit. Obviously, then, in the design of a magnetic circuit the effects of these reactions have to be carefully calculated. In the design of the field-magnet circuit of dynamos and alternators, the influence of the armature reaction on the effective magneto-motive force may be taken into consideration in the calculations by assuming a certain definite maximum armature reaction. These armature reactions will be discussed subsequently. Obviously, the flux density and magnetising force may in all cases vary very widely for a given total flux. Therefore, fulfilling equivalent conditions as to efficiency and heating, there is no fixed ratio between the amount of copper and iron required to produce a certain magnetic flux. The designing of a magnetic circuit may then be said to be a question of producing in the secondary member a given effective magnetic flux, and with a given amount of energy expended in the primary magnetic coils, and with a minimum cost of material and labour, and the most economical result is arrived at by means of a series of trial calculations. The energy wasted in the field magnets should not, in the case of continuous-current

machinery, generally exceed 1 or  $1\frac{1}{2}$  per cent of the rated output, the permissible values being dependent mainly upon the size and speed. In all cases there is, of course, the condition that the magnetising coils shall be so proportioned as not to heat beyond a safe limit.

In the case of transformers the condition becomes different. There is a constant loss of energy in the magnetic circuit, due to hysteresis. The amount of energy consumed in the magnetising coils at no load is negligible. At full load it is a considerable fraction of the total loss. Transformers are seldom worked at full load for any length of time, consequently the open circuit losses should be made consistent with the mean load of the transformer. The general design of the magnetic circuit of an alternating-current transformer may then be said to consist, for a given stated output, in securing a satisfactory "all day" efficiency and satisfactory thermal conditions for a minimum cost of material and labour, both the iron and copper losses being considered.

In the case of continuous-current dynamos, the armature reaction as a factor in determining the design of the field magnets, is of greater importance now than heretofore. Thorough ventilation of the armature has so reduced the heating, that from this standpoint the output of dynamos has been greatly increased. The general introduction of carbon brushes, and a more thorough knowledge of the actions in commutation, has greatly increased the output for good operation from the standpoint of sparking. Thus the magnetomotive force of the armature has naturally become a much greater factor of the magnetomotive force of the field magnets. Taking the magnetomotive force of the armature as the line integral through the armature from brush to brush, there are numerous examples of very good commutating dynamos in which the magnetomotive force of the armature at full load is equal to that of the field magnets. In several large dynamos designed by Mr H. F. Parshall, which have now been in use for so long a time that there is no question as to satisfactory operation, the magnetomotive force of the armature at full load was 50 per cent greater than the magnetomotive force of the field magnets, and the number of turns required in the series coils to maintain constant potential was approximately equal to that in the shunt coils to give the initial magnetisation. It is found in practice that the component of the armature magnetomotive force opposing the field magnets, *i.e.*, the demagnetising component, is from 18 to 30 per cent of the total armature magnetomotive force. This corresponds to a lead of the brushes of from 9 to 15 per cent of the

total angular distance between successive neutral points, *i.e.*, to an angular lead of from 16 deg to 27 deg, the angular span of two magnetic fields (north and south) being taken as 360 deg

The armature reaction, therefore, in modern practice greatly increases the amount of material required in the field-magnet coils and in the field-magnetic circuit, by increasing the economical length of the magnetic core and coils, which in turn tends to increase the magnetic leakage, and therefore to require greater cross-section of magnetic circuit. As yet, however, practice has not been sufficiently developed to reach the limit beyond which the total cost of the dynamo is increased, by increasing the armature reaction. The field magnet may, therefore, be considered, in general practice, a subservient member. The limit, of course, to the armature reaction is frequently reached in the case of such compound dynamos as are required to give an approximately constant potential over the whole working range.

In the case of alternators, the thermal limit of output has been increased by ventilation, as in commutating machines. By the introduction of a general system of air passages, shorter armatures have become possible, consequently natural ventilation of the armature has been vastly increased.

The tendency in recent practice has been to limit the output of alternators from the standpoint of inherent regulation, and the thermal limit of output has been generally determined to conform with the conditions laid down as to regulation and inductance. Alternators designed to work over inductive lines for power purposes are very frequently designed with one-half the armature reaction that would be used in the case of lighting machines.

A full discussion of the armature reaction of alternators will be given in a later section. It may be stated here, that in uni-slot single-phase alternators, the value of the reluctance of the magnetic circuit becomes very dependent upon the position of the armature slot with respect to the pole-face, hence the reluctance undergoes a periodic variation of  $n$  cycles per revolution of the armature,  $n$  being the number of field-poles. The variation is generally of so great an amplitude as to make it important to construct the entire magnetic circuit of laminated iron, otherwise the field frame becomes the seat of a very substantial loss of energy through eddy currents. Although this loss is less serious in multi-slot single-phase alternators and in poly-phase alternators, it should be carefully considered, and it will often be

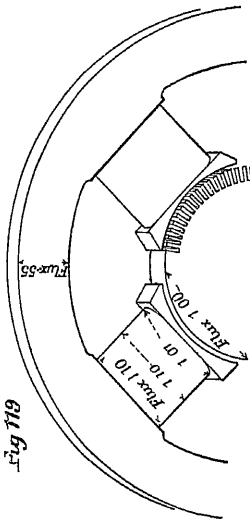
found desirable in such machines to adopt a laminated construction of the entire field frame. Even in continuous-current machines, the loss may sometimes be considerable, being of greater value, the fewer the slots per pole-piece, the wider the slot openings and the shorter the air gap. But in continuous-current machines, there are almost always enough slots to insure the restriction of the magnetic pulsations to the vicinity of the pole-face, and hence it is often the practice to laminate the pole-faces only. But in all alternators, even with multi-slot armatures, present practice requires that the magnet cores, at least, shall be laminated for the entire length. The pulsations of the flux throughout the magnetic circuit, due to periodic variations in the reluctance, reach their greatest extent in the inductor type of alternator, and constitute one of the objections to most varieties of this type of alternator.

#### LEAKAGE COEFFICIENT

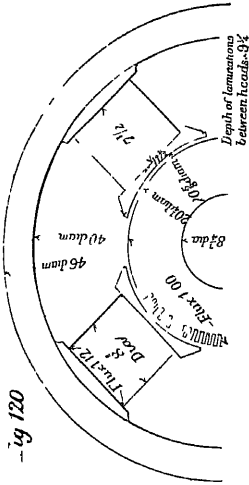
The coefficient by which the flux which reaches the armature and becomes linked with the armature turns must be multiplied in order to derive the total flux generated by the field coils, is known as the "leakage coefficient," and in most cases is considerably greater than unity. It is evident that the "leakage coefficient" should increase with the load, since the armature ampere turns serve to raise the magnetic potential between the surfaces of the adjacent pole-faces, and tend to increase the component of flux leaking between adjacent pole tips and over the surface of the armature teeth above the level of the armature conductors. The annexed diagrams give the values of the leakage coefficients as determined from actual measurements for several cases. It will be noted that in Fig. 122 are given results both with and without current in the armature (See Figs. 119 to 124.)

#### ARMATURE CORE RELUCTANCE

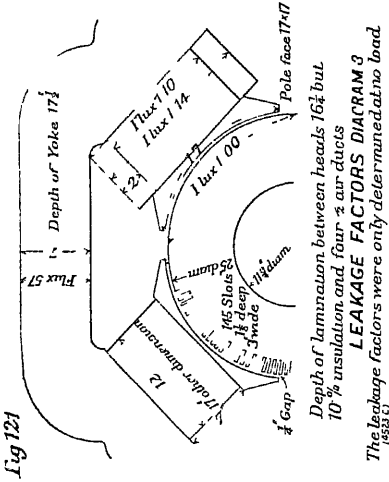
The reluctance of the armature core proper is generally fixed by thermal conditions, which are dependent upon the density and periodicity at which the core is run, the reluctance being chosen as high as is consistent with the permissible core loss.



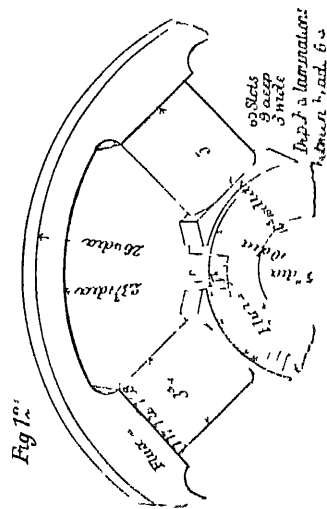
**Fig 119**  
**LEAKAGE FACTORS DIAGRAM 1**  
**100 KW Rotary Converter**  
In this machine the leakage factors were only taken at no load. The values were practically independent of the excitation. (4524)



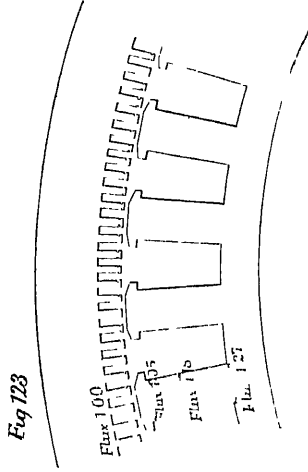
**Fig 120**  
**LEAKAGE FACTORS DIAGRAM 2**  
In this machine the leakage factors were only taken at no load. The values were practically independent of the excitation. (4524)



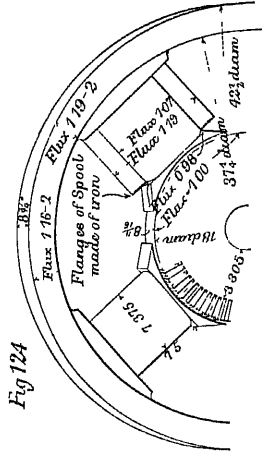
**Fig 121**  
**LEAKAGE FACTORS DIAGRAM 3**  
The leakage factors were only determined at no load. (4524)



**Fig 122**



**Fig 123**



**Fig 124**

**LEAKAGE FACTORS DIAGRAM 4**  
The values were practically independent of the excitation. The tests were made with no current in the armature.

**LEAKAGE FACTORS DIAGRAM 6**  
The values were practically independent of the excitation. The tests were made with no current in the armature.

## AIR GAP RELUCTANCE

The reluctance between the armature core and the faces of the pole-pieces is determined by the space required by the armature conductors and the necessary mechanical clearance between the armature surface and the pole-faces <sup>1</sup>

## RELUCTANCE OF COMPLETE MAGNETIC CIRCUIT

The reluctance for a given length of magnetic circuit should be such that the combined cost of magnetic iron and magnetising copper is a minimum. The length of the magnetic circuit should be such that, with what may be termed the most economical densities, the cost of the copper and iron is a minimum. By magnetising copper is meant that amount of copper required by the magnetising coils to give, under fixed thermal conditions, that magnetomotive force that will maintain the proper flux

---

<sup>1</sup> In discussing the sparking limit of output of a smooth-core armature, it has been frequently asserted that the sparking limit of a generator is a function of the depth of the air gap. But the inductance of the armature coils when under commutation is not appreciably diminished by increasing the depth of the air gap, except in machines where the brushes have to be set forward into the near neighbourhood of the pole-tip, which is not necessary in well-designed generators. Therefore, the depth of the air gap has no relation to the magnetic sparking output, except in so far as it may alter the distribution of magnetism in the gap. Beyond a certain limit, increasing the depth of the air gap acts deleteriously on the sparking limit, since the distribution of the magnetic flux in the gap becomes such that the permissible angular range of commutation is very small. In the case of toothed armatures (which are now common practice), the air gap in good practice is made as small as is consistent with mechanical safety. The density in the projections is carried to a very high value, it being generally recognised that the greater the magnetic density at the pole-face, the greater armature reaction is possible without sparking. To satisfy this condition alone, a high density in the projections becomes necessary. It has, however, been pointed out that, with the projection normally worked out, magnetic distortion in the air gap may be made greatly less than in the case of a well-designed smooth-core armature. In the smooth-core machine the distortion in the gap is proportional to the armature reaction, whereas in the case of highly magnetised projections the distortion is greatly less than proportional to the armature reaction. Considered with relation to the inductance of the armature coils, it appears that the inductance of the coils becomes smaller and smaller as the magnetic reluctance in the circuit surrounding the coils becomes increased. All of these conditions may be included broadly by saying that for a given output there is a certain limiting minimum reluctance in the air gap, having regard both to distortion and self-induction. As will be shown later, however, sparkless commutation has to be considered not only in its relation to the inductance of the armature coils and to the strength of the reversing field, but also in respect to the nature of the collecting brushes. Generally speaking, visible sparking, or that external to the brushes, is least injurious to the commutator.



through the armature at full load. The densities should be taken to correspond with the full voltage generated by the armature. The proportions of the magnets should be taken to correspond with the magnetomotive force required at full load.

For a given density the magnet coils should be of a certain length, if too long, the cost of the iron will be excessive, if too short, the cost of the copper will be excessive, since the radiating surface of the coil will be too restricted. The depth of the magnet coil must, in practice, be restricted, otherwise, the temperature of the inner layers will become excessive<sup>1</sup>.

### ESTIMATION OF GAP RELUCTANCE

The magnetomotive force (expressed in ampere turns) expended in maintaining a flux of  $D$  lines per square inch, across an air gap of length  $L$  (expressed in inches) is  $.313 \times D \times L$ . The proof of this is as follows

$$D \text{ lines per sq in} = \frac{D}{6.45} \text{ lines per square centimetre}$$

$$B = \frac{D}{6.45}$$

For air

$$H = B$$

$$H = \frac{B}{6.45}$$

But  $H = \frac{4 \pi n C}{10 l}$ ,  $l$  being length expressed in centimetres, and  $n C$  being ampere turns (number of turns  $\times$  current)

$$\begin{aligned} n C &= \frac{10}{4 \pi} \times H \times l \\ &= \frac{10}{4 \pi} \times \frac{D}{6.45} \times 2.54 L \\ &= .313 \times D \times L \end{aligned}$$

---

<sup>1</sup> The increase of temperature of the magnet coils should be determined by the increase in their resistance. Placing the thermometer on the external surface, unless the winding is very shallow, is not a satisfactory indication as to whether or not the inner layers may not be so hot as to increase the resistance of the coil so much that its magnetomotive force at a given voltage is greatly diminished.

## RELUCTANCE OF CORE PROJECTIONS

The armature projections between the conductors are generally magnetised well towards saturation, so that the determination of the magnetic force required for a given flux across this part of the magnetic circuit is of importance. The following method will be found useful.

The magnetic flux divides between two paths

- 1 The iron projections
- 2 The slots containing the conductors, and the spaces between the laminations

The proportion of the flux flowing along each path is proportional to its magnetic conductance. There are several considerations which make the cross-section of the iron path small compared with that of the other paths.

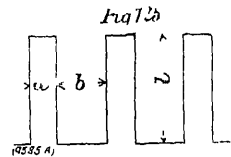
1 In practice the width of the tooth is generally from 50 to 80 per cent of the width of the slot.

2 The slot is broader in a direction parallel to the shaft than the non portion of the lamination, because of the 25 per cent of the length of the armature frequently taken up by insulation between laminations, and by ventilating ducts.

3 This 25 per cent of insulation and ducts, itself offers a path, which in the following calculation it will be convenient to add to the slot, denoting the total as the air path.

It thus appears that although the iron path is of higher permeability, the air path has sufficiently greater cross-section, so that it takes a considerable portion of the flux, and it will be readily understood that the resultant reluctance of the paths in multiple being considerably less, and the density of the flux being decreased at a point where the permeability increases rapidly with decreasing density, the magnetomotive force necessary for a given flux may be greatly less than that required to send the entire flux through the projections.

- Let  $a$  = width of tooth  
 „  $b$  = „ slot (See Fig 125)  
 „  $h$  = breadth between armature heads, of iron part of lamination  
 $a h$  = cross-section of iron in one tooth  
 $\frac{b h}{75}$  = cross section of slot (because 25 per cent of the breadth of the armature is taken up by ventilating ducts and insulation between laminations, and the breadth of the slot exceeds that of the iron in the tooth by that amount).



If in any particular design this proportion varies from 25 per cent, new calculations may be made, if the magnitude of the variation is sufficient to warrant it. Moreover, there is 25 per cent of ventilating ducts and insulation in the breadth of the tooth itself. The cross-section of this will be  $25 \frac{a k}{75} = 33 a k$ . It will be convenient to add this to the slots, and denote the total as the air path

$$\text{Cross section of air path} = \frac{b k}{75} + 33 a k = 1.34 b k + 33 a k$$

This air path, therefore, takes in all paths except the iron lamination

Let  $l$  = depth of tooth and slot

„  $N$  = lines to be transmitted by the combined tooth and slot, and

$\mu$  = permeability of iron in tooth, at true density

Let the  $N$  lines so divide that there shall be

$n$  in iron path, and  $N - n$  in air path

$\frac{n}{a k}$  = density in iron path

and

$\frac{N - n}{1.34 b k + 33 a k}$  = density in air path

Conductivity of non path =  $\frac{a k \mu}{l}$ ,

Conductivity of air path =  $\frac{1.34 b k + 33 a k}{l}$

Now, the fluxes  $n$  and  $N - n$  in iron and air will be directly proportional to the respective conductivities

$$\frac{n}{N - n} = \frac{\frac{a k \mu}{l}}{\frac{1.34 b k + 33 a k}{l}} = \frac{a \mu}{1.34 b + 33 a}$$

$$1.34 b n + 33 a n = a \mu N - a \mu n,$$

$$n (1.34 b + 33 a + a \mu) = a \mu N,$$

$$\frac{N}{n} = \frac{1.34 b + 33 a + a \mu}{a \mu}$$

Let  $B$  = true density in iron, and  $B^1$  = density calculated on the assumption that the iron transmits the entire flux. Therefore, the ratio of  $N$  (the total lines) to  $n$  (those in iron), i.e.,  $\frac{N}{n}$ , will equal the ratio of  $B^1$

(the density figured on the assumption that all the lines are in iron), to  $B$  (the actual density in iron)

$$\frac{B^1}{B} = \frac{N}{n} = \frac{1.31 b + .33a + a \mu}{a \mu}$$

In Table XXXIII are calculated some values of  $\frac{B^1}{B}$  for different values of  $\frac{a}{b}$

TABLE XXXIII

1	$\frac{a}{b} = 1$	(i.e., width tooth = width slot)	$\frac{B^1}{B} = \frac{1.67 + \mu}{\mu}$
2	$\frac{a}{b} = .75$	( " " )	$\frac{B^1}{B} = \frac{2.12 + \mu}{\mu}$
3	$\frac{a}{b} = .50$	( " " )	$\frac{B^1}{B} = \frac{3.00 + \mu}{\mu}$

The next step in this process requires reference to the iron curves of Fig 126. From these curves Table XXXIV is derived.

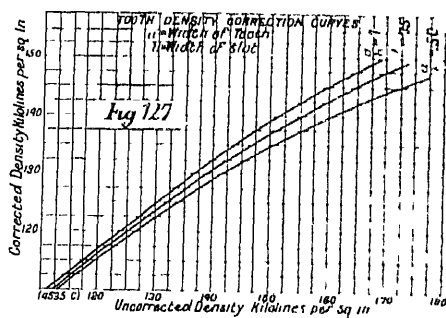
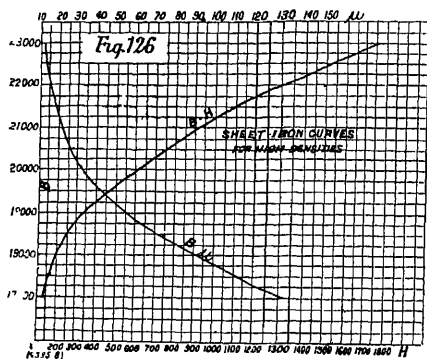
TABLE XXXIV

Corrected Iron Densities	$\mu$	Densities Figured on Assumption that Iron Transmits Entire Flux		
		$B^1 \left( \frac{a}{b} = 1 \right)$	$B^1 \left( \frac{a}{b} = .75 \right)$	$B^1 \left( \frac{a}{b} = .50 \right)$
17,000	133	17,300	17,300	17,400
18,000	92	18,100	18,500	18,600
19,000	56	19,500	19,800	20,000
20,000	33	21,000	21,300	21,800
21,000	23	22,500	23,000	23,700
22,000	17	24,200	24,700	26,000
23,000	13	26,000	26,800	28,300

TABLE XXXV — DENSITIES IN INCHES

Corrected Iron Densities	Densities Figured on Assumption that Iron Transmits Entire Flux		
Kilolines per Square Inch	$\frac{a}{b} = 1$	$\frac{a}{b} = .75$	$\frac{a}{b} = .50$
110	111	112	113
116	119	120	121
123	127	128	129
129	136	138	141
136	145	149	153
142	156	160	168
149	168	173	183

In the curves of Fig 127, the values of the densities in the Tables have been transposed into kilolines density per square inch, and are thus available for use in dynamo calculations, where the process simply consists in figuring the iron density as if the non transmitted the entire flux, and obtaining from the curves a corrected value for use in figuring the magnetomotive force. The number of teeth to be taken as transmitting the flux has to be determined by judgment, and is influenced by the length of the gap. Generally, increasing by one, the number lying



directly under the pole-face gives good results for machines with very small air gaps, while two or three extra teeth should be added for larger gaps.

#### CALCULATION FOR MAGNETIC CIRCUIT OF DYNAMO

The following example of a very simple case may be of interest, as giving some idea of the general method of handling such problems.

A certain ironclad dynamo has an air-gap density of 10 kilolines (per square inch), the density in the magnet core is 90 kilolines, and in the magnet yoke 80 kilolines. The frame is of cast steel. The tooth density is 110 kilolines, and the armature density is 50 kilolines.

Length of gap	11
" magnet core (as related to the magnetic circuit)	25
" yoke (corresponding to one spool)	10
" tooth	6
" armature (corresponding to one spool)	15
	4

## Field Winding Calculation

Required number of ampere-turns per spool at no load

Ampere turns for gap =	$313 \times 40,000 \times .25$	=	3130
Ampere-turns for magnet core (from curve A of Fig. 14, page 21)			
=	$17 \times 10$	=	170
Ampere-turns for yoke =	$29 \times 6$	=	170
Ampere turns for teeth (from curve B of Fig. 22) =	$150 \times 1.5$	=	230
Ampere-turns for armature core =	$6 \times 1$	=	20
Total			4020

Therefore ampere-turns per pole-piece at no load = 4020

It thus appears that, for practical purposes, it is much more direct proceed as in the above example, than to go through a laborious calculation of the total reluctance of the magnetic circuit, incidentally bringing the permeability and other factors, as described in many text-books

## FIELD WINDING FORMULA

In making field winding calculations, the following formula is of great service

$$Lb = 31 \times \left( \frac{\text{Ampere-feet}}{1000} \right)^2 \text{ watts}$$

in which

Lb = Pounds of copper per spool

Ampere-feet = Ampere-turns  $\times$  mean length of one turn, expressed in feet

Watts = watts consumed in the spool at 20 deg. Cent

This formula is derived as follows

Resistance between opposite faces of a cubic inch of commercial copper at 20 deg. Cent = 0.0000068 ohms

If length in inches = L, and cross section in square inches = S, then

$$R = \frac{0.0000068 L}{S}$$

$$S L = \frac{0.0000068 L^2}{R}$$

Let  $l$  = mean length of one turn in inches

$t$  = number of turns

$l t = L$

$$S L = \frac{0.0000068 l^2 t^2}{R}$$

$$= \frac{0.0000068 C^2 l^2 t^2}{C^2 R}$$

$$\frac{C}{12} = \text{ampere-feet (ampere turns} \times \text{mean length of one turn in feet)}$$

$$C / t = 12 \times \text{ampere-feet}$$

$$C^2 / t^2 = 144 (\text{ampere feet})^2$$

$$C^2 R = \text{watts}$$

$$S L = \frac{68 \times 144 \times \left( \frac{\text{ampere feet}}{1000} \right)^2}{\text{watts}}$$

$$Lb = 32 S L = \frac{32 \times 68 \times 144 \times \left( \frac{\text{ampere feet}}{1000} \right)^2}{\text{watts}}$$

$$Lb = \frac{31 \times \left( \frac{\text{ampere feet}}{1000} \right)^2}{\text{watts}}$$

#### APPLICATION TO CALCULATION OF A SPOOL WINDING FOR A SHUNT-WOUND DYNAMO

Thus, suppose the case of a machine for which it had been determined that 5,000 ampere-turns per spool would be required. Assume that the mean length of one turn is 40 ft. Then

$$\left( \frac{\text{ampere-feet}}{1000} \right)^2 = \left( \frac{5000 \times 4}{1000} \right)^2 = 400$$

The radiating surface of the spool may be supposed to have been 600 square inches. After due consideration of the opportunities for ventilation, it may be assumed to have been decided to permit 40 watts per square inch of radiating surface at 20 deg. Cent. (it, of course, increasing to a higher value as the machine warms up)

$$\text{watts} = 600 \times 40 = 240 \text{ per spool}$$

$$\text{lb copper per spool} = \frac{31 \times 400}{240} = 52 \text{ lb}$$

This illustrates the application of the formula, but it will be of interest to proceed further and determine the winding to be used.

A six-pole machine will be taken, designed for separate excitation from a 250 volt exciter. In order to have room for adjustment, as well as to allow for probable lack of agreement between the calculated and actual values, it is desirable to have but 220 volts at the winding terminals under normal conditions of operation. This is  $220/6 = 36.7$  volts per spool.

# Typical Magnetic Circuits.

Fig 123

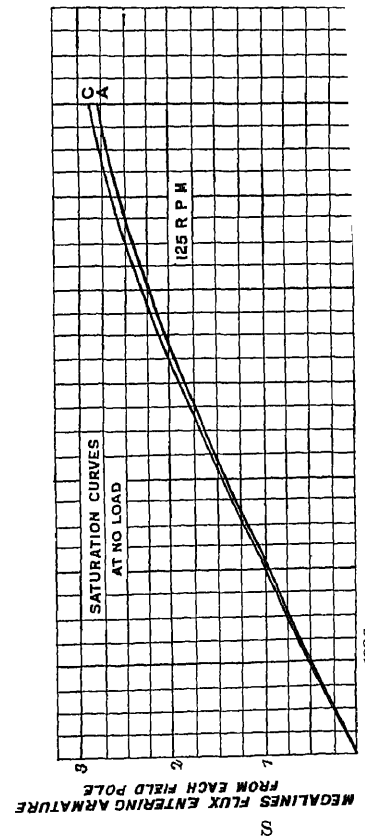
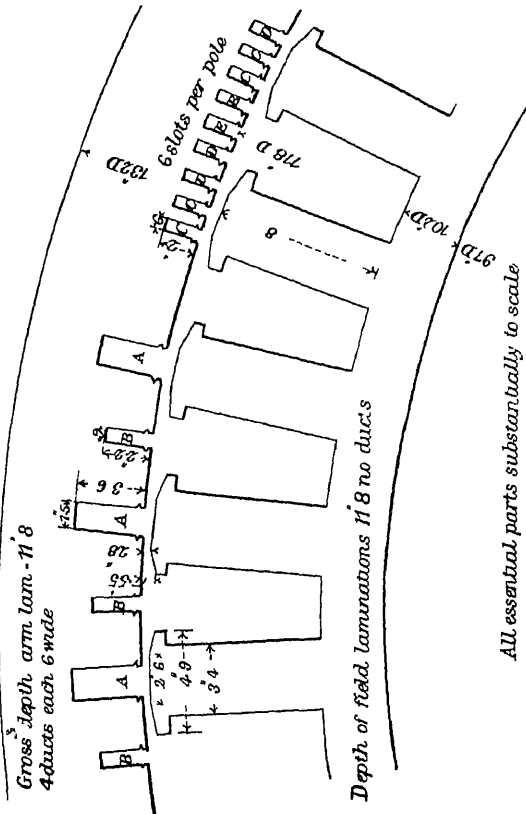
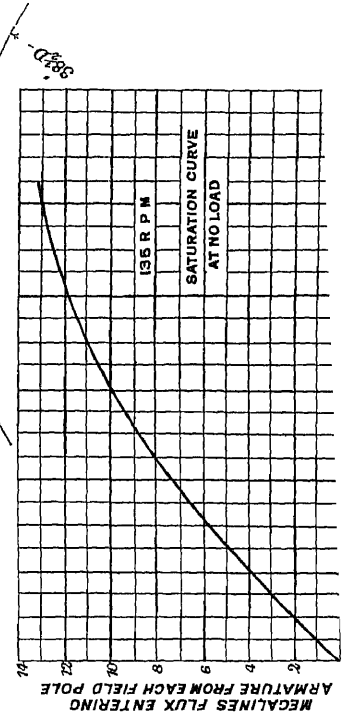
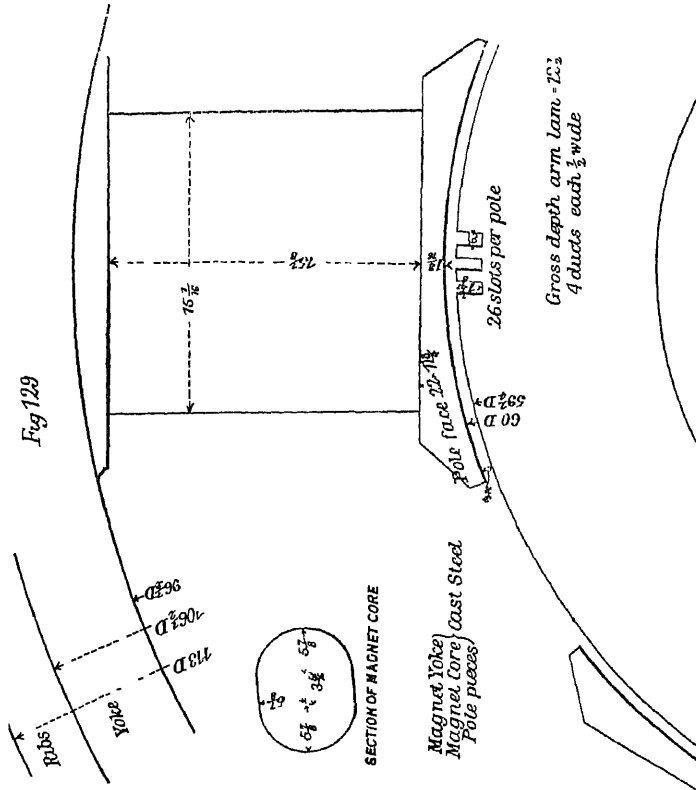
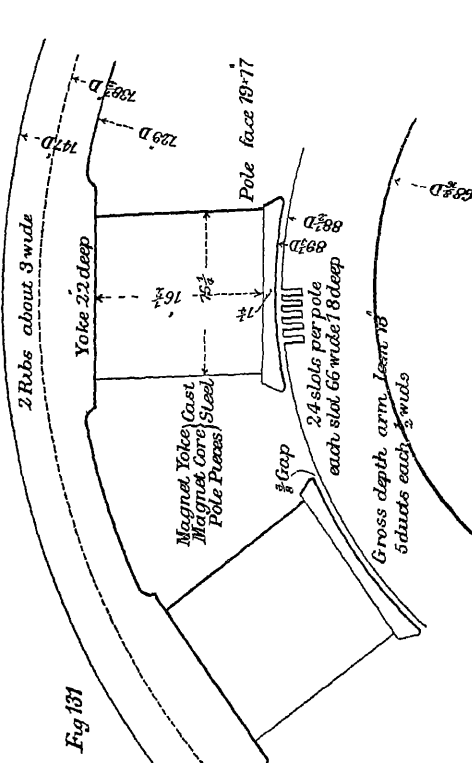
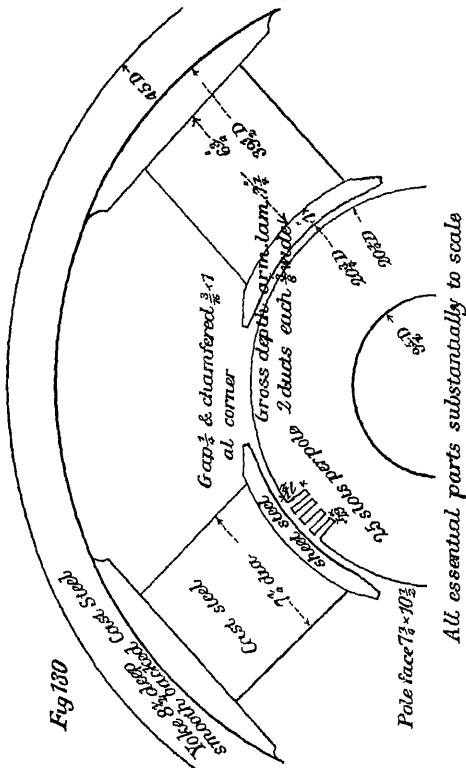


Fig 129

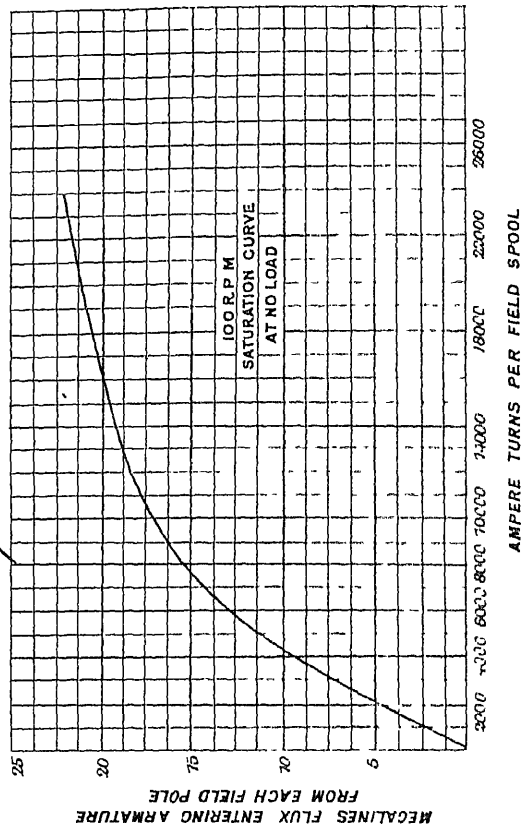
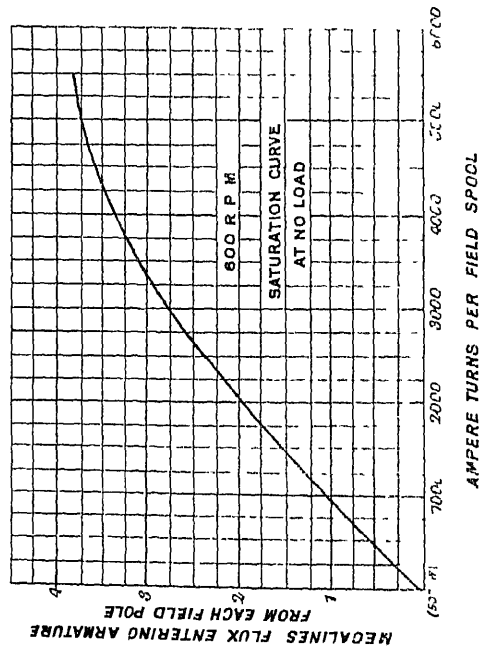




## TYPICAL MAGNETIC CIRCUITS



*All essential parts substantially to scale*



TYPICAL MAGNETIC CIRCUITS

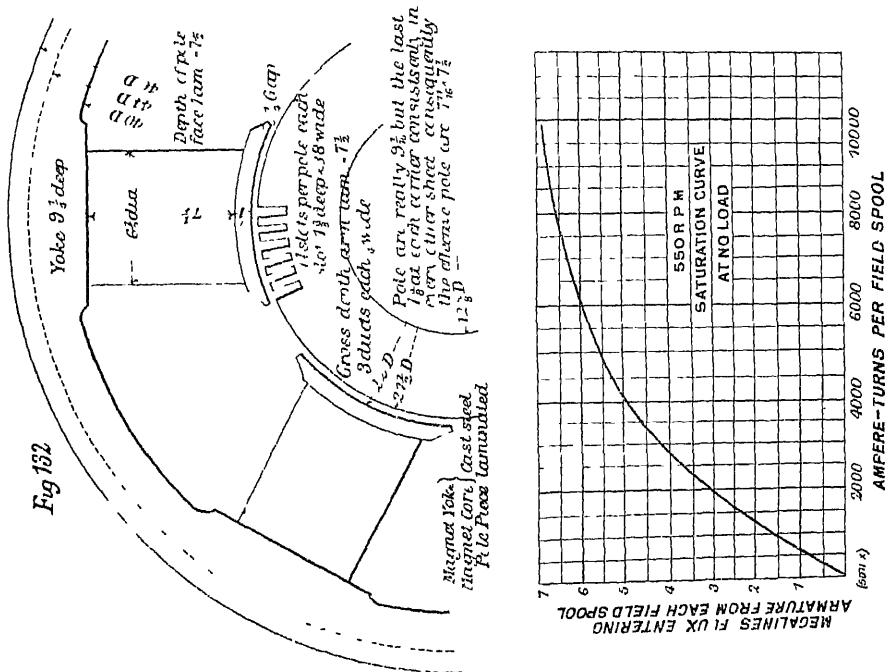
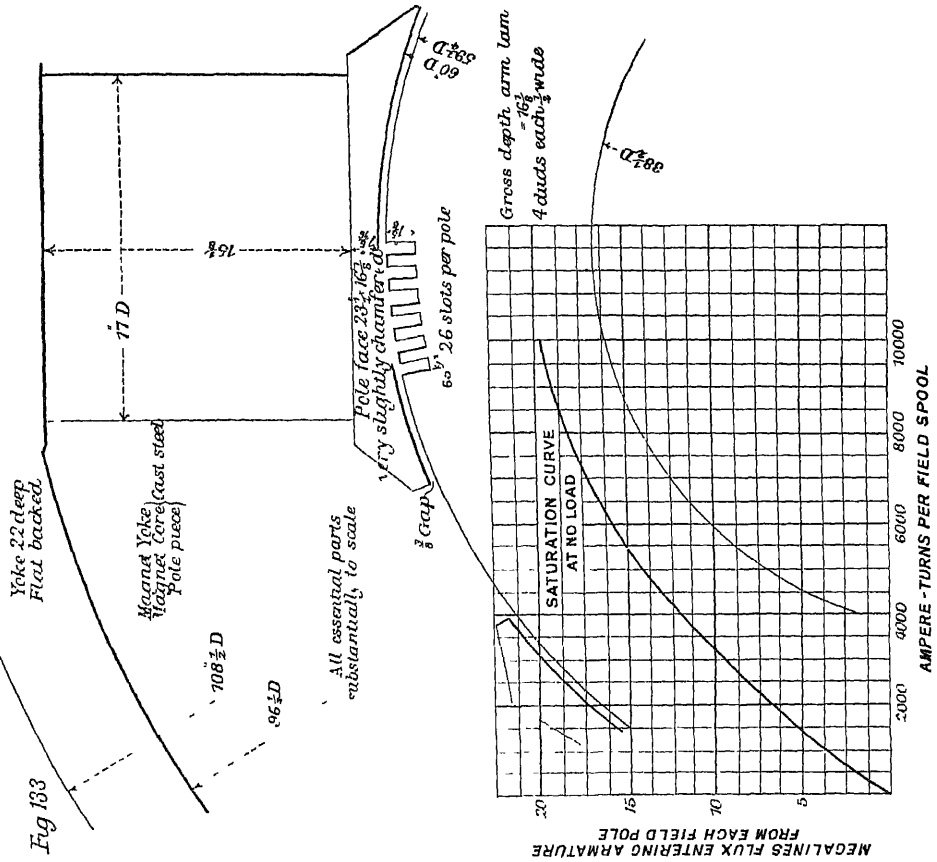
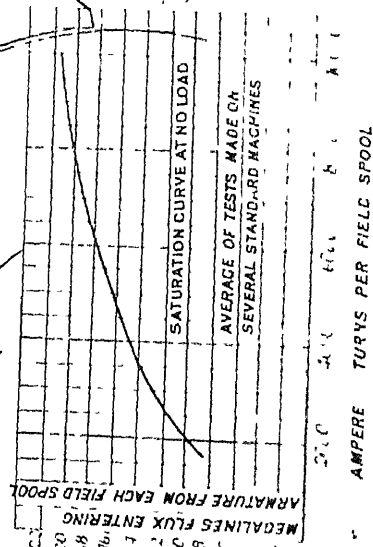
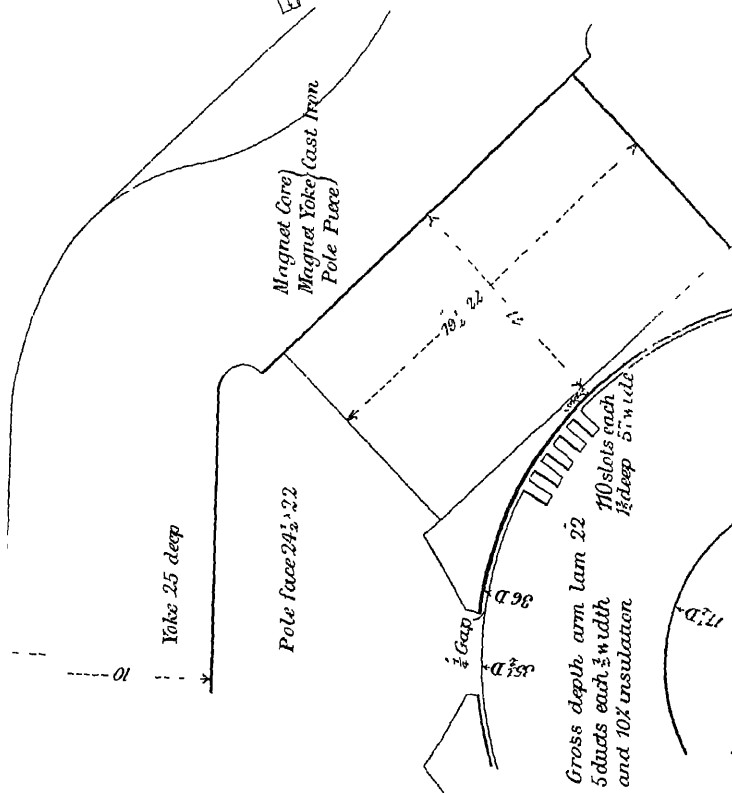
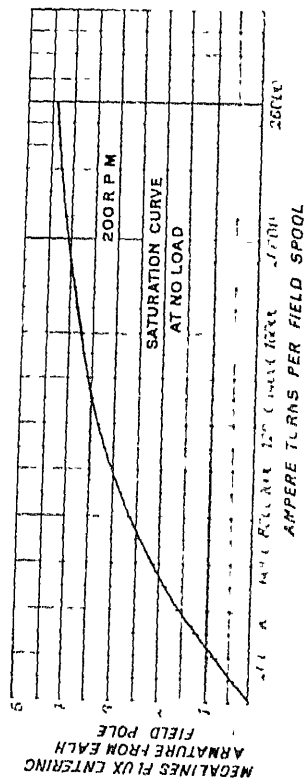
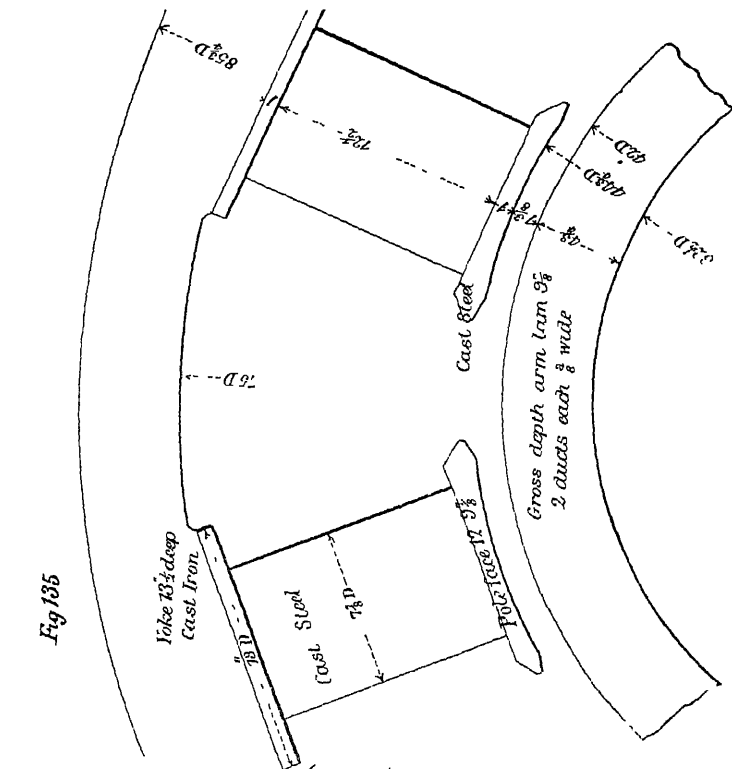


Fig 135



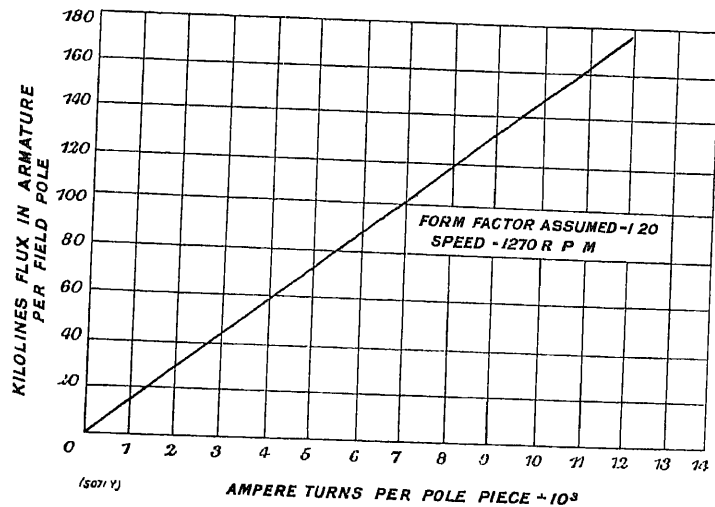
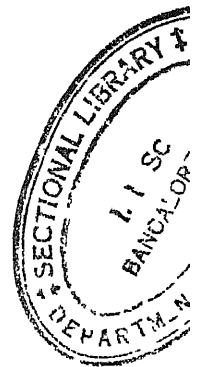
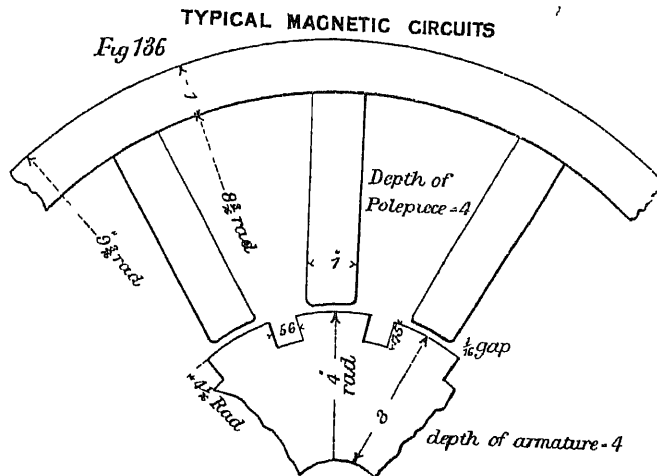
All essential parts  
not standard to  
scale

The conditions as regards ventilation indicate a rise of 30 deg Cent in the temperature of the spool winding under the conditions of operation Then the watts per spool are

$$1.17 \times 240 = 280 \text{ watts at } 50 \text{ deg Cent}$$

$$\text{Amperes} = \frac{280}{36.7} = 7.6$$

$$\text{Turns per spool} = \frac{5000}{7.6} = 655$$



And as the mean length of one turn is 40 ft, the total length of winding is

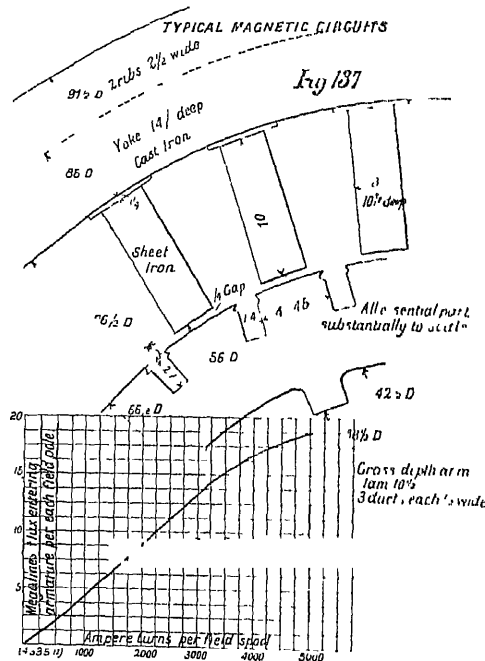
$$655 \times 4 = 2620 \text{ ft}$$

$$\text{Pounds per 1000 ft} = \frac{52}{2.62} = 19.8$$

From the Table of properties of commercial copper wire, it will be

found that No 12 B and S has 19.8 lb per 1,000 ft, and is, therefore, the proper size. Generally, the desired value for the pounds per 1,000 ft does not come out very nearly like that of any standard size of wire. In such a case, the winding may be made up of two different sizes of wire, one smaller and the other larger than the desired size. Generally, however it is sufficiently exact to take the nearest standard size of wire.

Suppose the space inside the spool flanges to have been 10 in long, then, after insulating,  $9\frac{1}{2}$  in would probably be available for winding. From the Table of properties of commercial copper wire it will be found



that double cotton-covered No 12 B and S has a diameter of .091 in. Therefore it should have  $9.5 / .091 = 105$  turns per layer. Plan to take only 100 turns per layer, so as to have a margin.

$$\text{Number of layers} = 655 / 100 = 6.6 \text{ layers}$$

Therefore, winding will consist of 6.6 layers of 100 turns each, of DCC No 12 B and S, and will require 220 volts at its terminals when warm, it carrying 7.6 amperes.

Calculations relating to the compounding coils of machines will be given later, after the theory of armature reaction has been developed.

It is now proposed to give experimentally determined no-load saturation curves for several different types of machines, together with sufficient

of the leading dimensions of the machines to enable the results to profitably studied and compared

In the case of Fig 128, two machines were tested Same fields, 1 one armature having slots as shown at A and B, and the other as shown C, D, and E The armature coils used in the tests were those in slots and C respectively For figuring the flux in the case of A, the "form factor" was taken as 1.25 For C, the "form factor" was taken as 1.1 In the case of a winding at B, the results would probably have corresponded to an appreciably different "form factor" from that used for A In the tests the coils contained in the slots B were not employed

The saturation curves A and C exhibit the results and show the total reluctance of the magnetic circuit to be substantially the same for the two cases In Figs. 129 to 137, inclusive, nine other examples are given, the necessary data accompanying the figures

#### MAGNETIC CIRCUIT OF THE TRANSFORMER

The calculation of the magnetic circuit in the case of transformer cannot, of course, be at all completely dealt with until the whole matter of transformer design is taken up in a later section But the following example will give a general idea of the considerations involved, and will illustrate the use of B-H and hysteresis and eddy current curves

*Ten-kilowatt Transformer*—The magnetic circuit is shown in the accompanying sketch (Fig 138) Primary voltage = 2,000 volts Secondary voltage = 100 volts Primary turns = 2,340, periodicity 80 cycles per second  $E = 4.44 \times 10^{-8} \times F \times T \times N \times M$  Assume that the transformer is to be used on a circuit having a sine wave of electromotive force The "form factor" of a sine wave is 1.11, hence

$$\begin{aligned} F &= 1.11 \\ 2000 &= 4.44 \times 1.11 \times 2340 \times 80 \times M \times 10^{-8} \\ M &= 210,000 \text{ lines} = 24 \text{ megalines} \end{aligned}$$

Effective cross-section of magnetic circuit =  $3.13 \times 3.13 \times .90^1 = 8.8$  square inches.

Density = 27.3 kilolines per square inch

First calculate magnetising component of leakage current From curve B of Fig. 22 (page 26), we find that at a density of 27.3 kilo-

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<sup>1</sup> Ninety per cent of the total depth of laminations in iron, the remaining 10 per cent being japan varnish or paper for insulating the laminations from each other

lines, there is required about three ampere-turns of magnetomotive force per inch length of magnetic circuit

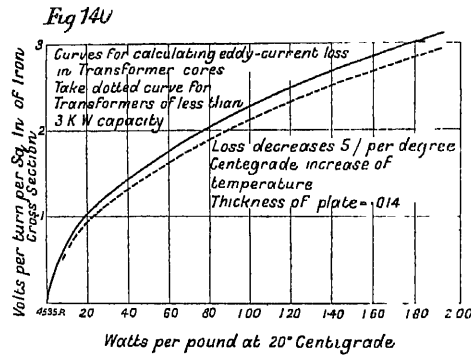
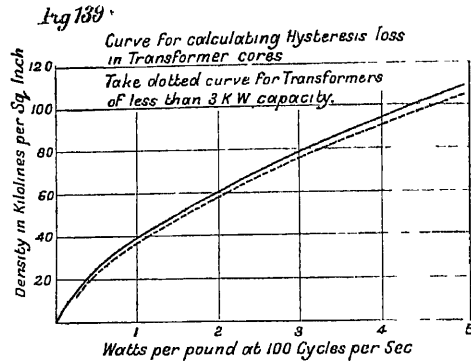
Mean length of magnetic circuit = 59.5 in

Require magnetomotive force of  $59.5 \times 3 = 179$  ampere turns

There are 2,340 turns

Require a maximum current of  $\frac{179}{2340} = 0.077$  amperes

R M S current =  $\frac{0.077}{\sqrt{2}} = 0.054$  amperes



Next estimate core loss component of leakage current Weight of sheet iron =  $59.5 \times 8.8 \times 282 = 148$  lb At 80 cycles and 27.3 kilolines, Fig 139 shows that there will be a hysteresis loss of  $6 \times 8 = 48$  watts per pound

Volts per turn per square inch of iron cross-section =  $\frac{2,000}{2,340 \times 8.8} = 0.097$  From Fig 140 the eddy current loss is found to be 21 watts per pound

Consequently hysteresis and eddy current loss will be  $48 + 21 = 69$  watts per pound Total iron loss =  $148 \times 69 = 10,212$  watts Core loss component of leakage current =  $10,212 - 2,000 = 8,212$  R M S amperes

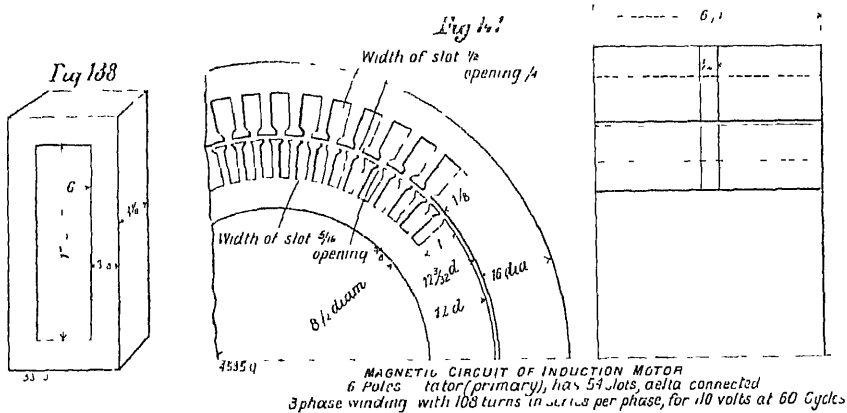
Resultant leakage current =  $\sqrt{.054^2 + .051^2} = .074$  amperes      Full  
load current =  $\frac{10,000}{2,000} = 5.0$  amperes

Consequently resultant leakage current = 1.4 per cent of full-load current  
Core loss = 1.02 per cent of full-load rated output

*Example*—Find core loss and leakage current for the same transformer with the same winding when running on a 2,200-volt 60 cycles circuit

## MAGNETIC CIRCUIT OF THE INDUCTION MOTOR

In Fig. 141 is represented the magnetic structure of a six-pole three-phase induction motor. The primary winding is located in the external



stator, which has 54 slots. There are 12 conductors per slot, consequently  $12 \times 54 = 648$  total face conductors, 324 turns, and 108 turns in series per phase. The motor is for 100 volts, and 60 cycles, and its primary windings are  $\Delta$  connected. When run from a sine wave circuit, we have

$$M = 38 \text{ megaparsecs}$$

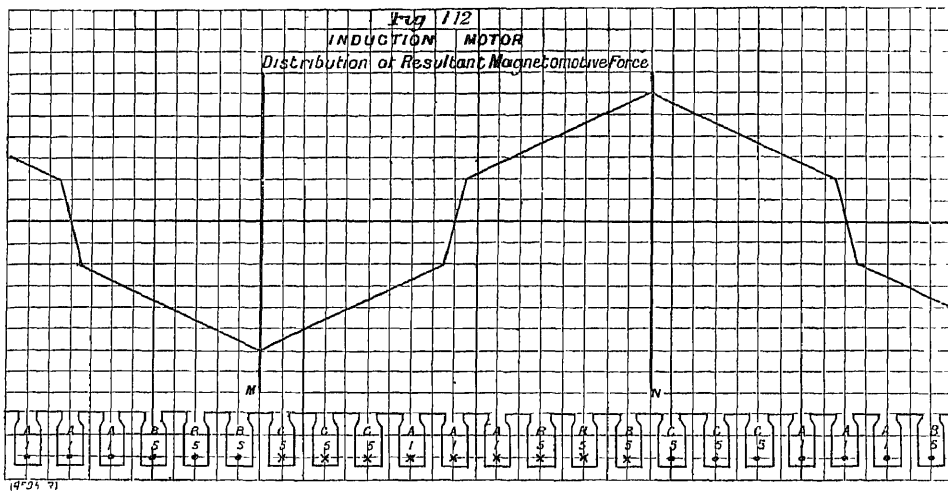
Before proceeding to the calculations directly concerned in the determination of the magnetising current for the magnetic circuit of this induction motor, it will be necessary to study the relations between magnetomotive force and flux distribution in this type of magnetic circuit and winding

In Fig 142, a portion of the gap face of the primary is developed along a straight line, and the slots occupied by the three windings are



lettered A, B, and C. The relative magnitudes of the currents in the three windings at the instant under consideration are given numerically immediately under the letters, and the relative directions of these currents are indicated in the customary manner by points and crosses. The instant chosen is that at which current in phase A is at its maximum, denoted by 1, the currents in B and C then having the value 5.

The curve plotted immediately above this diagram shows the distribution of magnetic flux in the gap, at this instant, on the assumption that the gap density is at each point directly proportional to the sum total of the magnetomotive forces at that point. Thus the magnetic line which, in closing upon itself, may be conceived to cross the gap at the points



M and N, is linked with the maximum ampere turns. Taking the instantaneous current in conductors of phase A as 1, and in phases B and C as 5, and for the moment considering there to be but one conductor per slot, the total linkage of ampere turns with the line  $m-n$  is  $3 \times 1 + 6 \times 5 = 6$ , and the maximum ordinate is plotted at this point with the value 6.

In the same way the other ordinates are plotted. From this curve it appears that the resultant of the magnetomotive forces of the three phases at the points M and N is two times the maximum magnetomotive force of one phase alone. This is a general property of such a three-phase winding.

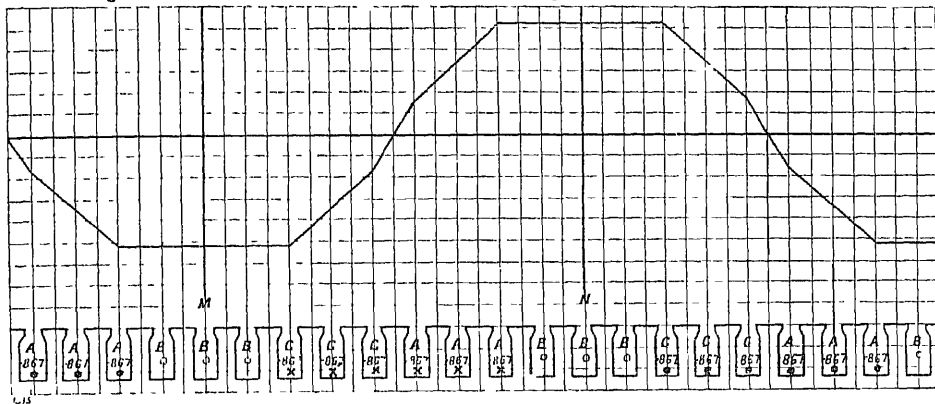
Moreover, an analysis of the curve shows the maximum ordinate to be 1.6 times as great as the average ordinate. But this is only in this particular case. With different numbers of slots per pole-piece, this value would vary, and, owing partly to the increased reluctance in the high

density teeth, the curve would tend to be smoothed out and become less peaked. Consequently, the distribution of the flux density should be taken to have a sinusoidal form. Practical calculations of the magnetising current agree best with observed results when the maximum value of the air-gap density over the pole-face is taken equal to  $\sqrt{2}$  times the average value.

The above considerations are sufficient, as they enable us to determine the maximum values of magnetomotive force and flux, and it is from such values that the maximum magnetising current is derived. But it will be of interest to refer also to Fig. 143, in which are represented the conditions one-twelfth of a complete cycle (30 deg.) later, when the current in phase B

INDUCTION MOTOR

*Fig 143*      *Distribution of Resultant Magnetomotive Force*



has become zero, the current in phases A and C having become 867  
 Figs 142 and 143 represent the limiting values between which the  
 resultant magnetomotive force fluctuates as the magnetic field proceeds in  
 its rotatory course about the magnetic structure Various experimenters  
 have shown this small variation in intensity to be, in practice, practically  
 eliminated An examination of the diagrams of Figs 142 and 143  
 shows that the maximum ordinates are 5.2 and 6 respectively, which  
 corresponds to the theoretical ratio of

$$\frac{\sqrt{3}}{2} \quad 1 = 1 \quad 1 \quad 16$$

From Fig. 141 the following cross-sections of the magnet circuit per pole-piece at different positions are obtained

	Sq In
A Cross-section an gap per pole-piece at face of stator, i e , surface area of exposed non of projections	21
B Ditto for rotor face	21
C Cross-section at narrowest part of projections in stator	10
D Cross section at narrowest part of projections in rotor	8
E Cross-section in laminations back of slots in stator	10
F Cross section in laminations back of slots in rotor	8

FLUX DENSITY

	Average	Maximum
A	18 kilolines	25 kilolines
B	18 ,	25 „
C	38 „	54 „
D	48 „	68 „
E	—	38 „
F	—	48 „

The depth of the air gap is  $\frac{3}{16}$  in ( 047 in ), and the ampere-turns for the air gap amount to

$$313 \times 25\,000 \times 047 = 370$$

For the iron, should allow about 8 ampere-turns per inch of length of the magnetic circuit, which, through the high density teeth, is about 9 in

$$\begin{aligned} \text{Ampere-turns for iron} &= 8 \times 9 = 72 \\ \text{Total ampere turns per pole-piece} &= 370 + 72 = 442 \end{aligned}$$

Magnetomotive force of the three phases is equal to two times the maximum ampere-turns per pole-piece per phase There are 18 turns per pole-piece per phase, therefore, letting C = R M S amperes per phase, we have

$$\begin{aligned} 141 \times C \times 18 \times 2 &= 442 \\ C &= \frac{442}{141 \times 18 \times 2} = 87 \text{ amperes} = \text{magnetising current per phase} \end{aligned}$$

Taking the core loss at 300 watts, the friction at 150 volts, and the C<sup>2</sup> R loss running light, at 50 watts, gives a total power, running light, of 500 watts, or 167 watts per phase Energy component of leakage current per phase =  $\frac{167}{110} = 1.5$  amperes

Resultant leakage current per phase =  $\sqrt{8.7^2 + 1.5^2} = 9$  amperes  
 Ditto per line leading to motor =  $9 \times \sqrt{3} = 15.6$  amperes  
 Letting power factor, running light, equal  $P$ , we have

$$P \times 9 \times 110 = 168$$

$$P = .17$$

## EXAMPLES

The following examples relate to matters treated of in the foregoing sections

1 A three-phase generator has 24 poles, 36 slots, 20 conductors per slot, Y connection. Volts between collector rings at no load and 500 revolutions per minute = 3500. What is the flux from each pole-piece into the armature, assuming the curve of electromotive force to be a sine wave? (For type of winding, see Fig 82, page 74.)

2 A continuous-current dynamo has a two-circuit single winding (drum). Its output is 100 kilowatts at 550 volts. The current density in the armature conductors is 1200 amperes per square inch. It has 668 face conductors. Mean length of one armature turn is 75 in.

What is the cross-section of the armature conductors?

What is the resistance of the armature from positive to negative brushes at 60 deg. Cent.?

The dynamo has six poles. If the speed is 200 revolutions per minute, what is the magnetic flux entering the armature from each pole-piece?

3 A six-pole continuous-current generator with a two-circuit, single winding, gives 600 volts with a certain field excitation and speed. There are 560 face conductors, arranged two per slot in 280 slots. If this winding is tapped off at two points, equi-distant with reference to the winding, what would be the alternating current voltage at two collector rings connected to these points?

Assume the pole arc to be 60 per cent of the polar pitch.

4 100-kilowatt dynamo, 250 volts, 4 poles, 500 revolutions per minute, armature wound with a two-circuit, triple-winding, 402 face conductors arranged in 201 slots. Therefore  $\frac{402}{2} = 201$  total turns  $\frac{201}{6}$

= 33.5 turns in series between brushes  $\frac{500 \times 2}{60} = 16.7$  cycles per second

$$250 = 4 \times 33.5 \times 16.7 \times 10^{-8}$$

$$M = 11.2 \text{ megalines} \quad \text{Take leakage factor} = 1.20$$

Flux in magnet cores =  $11.2 \times 1.20 = 13.5$  megs Magnet cores of cast steel, and run at density of 95 kilolines per square inch, therefore cross-section =  $\frac{13,500,000}{95,000} = 142$  square inches Circular cross-section

Diameter = 13.5 in

Length armature core parallel to shaft = 16 in, of which 12 in is solid iron, the remainder being occupied by ventilating ducts and the space lost by the lapping of the iron sheets Diameter armature = 30 in Length air gap =  $\frac{1}{4}$  in Length magnet cores = 12 in Length magnetic circuit in yoke = about 24 in per pole-piece Yoke of cast iron and run at density of 35 kilolines Tooth density = 120 kilolines Core density = 70 kilolines Therefore, depth of iron under teeth =  $\frac{11,200,000}{2 \times 70,000 \times 12} = 6.7$  in Length magnetic circuit in armature = 10 in per pole-piece Pole arc measured along the arc = 17.5 in Cross-section of pole-face = 16 in  $\times$  17.5 in = 280 square inches

$$\text{Pole-face density} = \frac{11,200,000}{280} = 40 \text{ kilolines}$$

Ampere-turns per pole-piece for yoke	=	24 $\times$	60	=	1400
Ampere-turns per pole-piece for magnetic core	=	12 $\times$	50	=	600
Ampere-turns per pole-piece for teeth	=	15 $\times$	350	=	525
Ampere-turns per pole-piece for armature core	=	10 $\times$	12	=	120
Ampere-turns per pole piece for air gap	=	25 $\times$	40,000 $\times$	313	= 3130

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Total ampere-turns per pole piece at no load and 250 volts = 5775

## CONSTANT POTENTIAL, CONTINUOUS-CURRENT DYNAMOS

THE problems peculiar to the design of the continuous-current dynamo are those relating to commutation. The design of the magnetic circuit, and considerations relating to the thermal limit of output, to efficiency and to regulation, although matters of importance in obtaining a satisfactory result, are nevertheless secondary to the question of commutation, and they will consequently be considered incidentally to the treatment of the design from the commutating standpoint.

Under the general class of constant potential dynamos are included not only dynamos designed to maintain constant potential at their terminals for all values of the current output, but also those designed to maintain constant potential at some distant point or points, in which latter case the voltage at the generator terminals must increase with the current output, to compensate for the loss of potential in the transmission system.

In the commutating dynamo, great improvement has been made in the last few years in the matter of sparkless collection of the commutated current, in consequence of which, the commutator undergoes very little deterioration, and it is customary to require the dynamo to deliver, without harmful sparking, any load up to, and considerably in excess of, its rated output, with constant position of the brushes. This has been made necessary by the conditions of service under which many of these machines must operate, and the performance of such machines is in marked contrast to that of the dynamos of but a few years ago, in which the necessity of shifting the brushes forward in proportion to the load was looked upon as a matter of course. The change has been brought about by the better understanding of the occurrences during commutation, and to the gradual acquisition of data from which satisfactory constants have been deduced. One of the most important factors has been the very general introduction of high-resistance brushes, the use of copper brushes now generally being resorted to only for special purposes.

Radial bearing carbon brushes are now used very extensively, and although they were at first considered to be applicable only to high potential machines, where the quantity of current to be collected would not require too large and expensive a commutator, their use has been extended to low-voltage machines of fairly large output, the advantages being considered to justify the increased cost of the commutator. Various types of brushes have been developed, intermediate in resistance between carbon and copper, and different grades of carbon brushes, from high-resistance grades with fine grain for high potential machines, to grades of coarser grain and lower resistance for low potential machines. A corresponding development has been taking place in the design of brush-holding devices. In the construction of the commutator, care is now taken to insulate the segments by mica, which shall wear at as near as possible the same rate as the copper segments, and the construction of the commutator has now reached a stage where uneven bars and other sources of trouble of earlier days now no longer give concern. Of less importance, owing to the greatly increased durability of the modern commutator, are the modes of construction whereby sectors of the commutator may be renewed without disturbance to the remainder of the commutator. This is a method much employed in large commutators. Amongst the examples of modern dynamos which follow the discussion of matters of design, will be found illustrations of various types of commutator construction.

The advance thus briefly summed up, in the mechanical design and in the careful choice of material for brushes, brush holders, and commutators, has been in no small measure responsible for the improvement in commutating dynamos, and, when accompanied by correct electro-magnetic proportions, has enabled manufacturers to dispense with the many ingenious but complicated windings and devices arranged to modify sparking by making use of various electro-magnetic principles requiring auxiliary windings, subsidiary poles, and other additions. Some of these non-sparking devices accomplish their purpose very effectively, but, notwithstanding the care and ingenuity displayed in their application, it does not appear likely that it will be commercially profitable to resort to them, since the careful application of ordinary methods appears to have already brought the constant potential commutating dynamo to that stage of development where the thermal limit of output of armature and field is reached below that output where harmful sparking occurs. Further improvement rendering it permissible to use more highly

conducting brushes without encountering sparking, would of course result in a saving in the cost of the commutator, and from some source or other such improvement may appear. But as the saving can apparently only be effected at the commutator, it will not be sufficient in amount not to be more than offset by the increased cost of resorting to any of the auxiliary windings and devices yet proposed.

### ARMATURE REACTION

The study of the problems relating to sparking resolves itself down principally to the study of the reaction of the armature, which will now be considered and illustrated with relation to its influence upon the proportioning of commutating dynamos, the choice of windings, and, finally, by descriptions of some modern dynamos.

When discussing the formulæ for electromotive force and the design of the magnetic circuit, it was pointed out that considerations relating to armature reaction make it necessary to modify the conclusions arrived at when these phenomena are left out of consideration. The formula for the electromotive force  $E = K T N M 10^{-8}$ , has already been given. Additional conditions are, however, imposed by the necessity of giving  $T$ , the turns, and  $M$ , the flux, such relative values as to fulfil the conditions necessary to obtain sparkless collection of the current, and satisfactory regulation of the voltage, with varying load.

The requirements for commutating or reversing the current in the coil that is to be transferred from one side of the brush to the other, consist in so placing the brushes that when the coil reaches the position of short-circuit under the brushes, it shall have just arrived in a magnetic field of the direction and intensity necessary to reverse the current it has just been carrying, and to build up the reversed current to a strength equal to that of the current in the circuit of which it is about to become a part. In such a case, there will be no spark when the coil passes out from the position of short circuit under the brush. Now it is plain that, as the current delivered from the machine is increased, it will require a stronger field to reverse in the coil this stronger current. But, unfortunately, the presence of this stronger current in the turns on the armature, so magnetises the armature as to distort the magnetic field into a position in advance of the position of the brushes, and also to weaken the magnetic flux. The brushes must



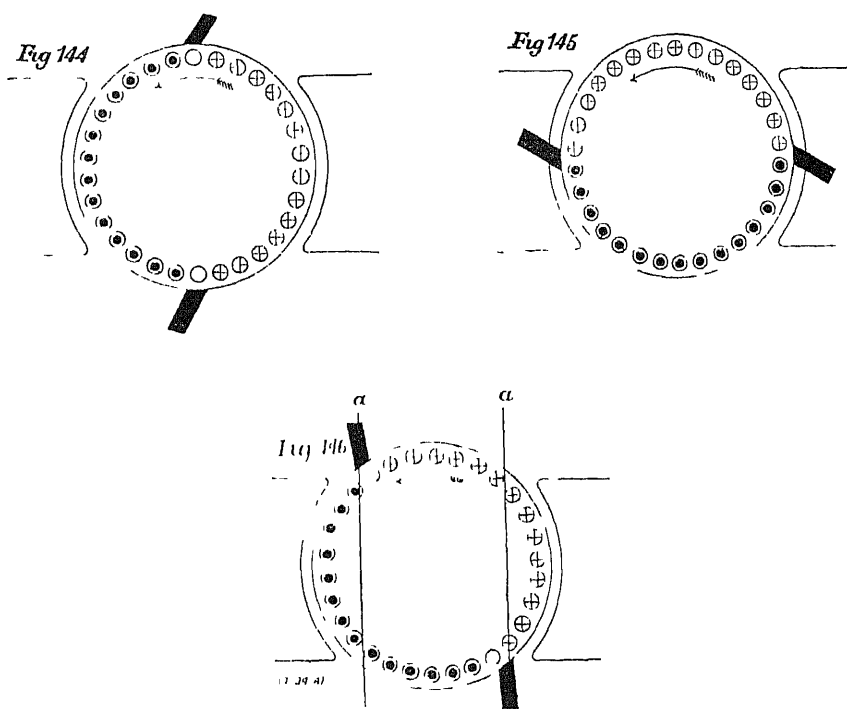
therefore be shifted still further, whereupon the demagnetising effect of the armature is again intensified. Finally, a current output will be reached at which sparkless collection of the current will be impossible at any position, there being nowhere—by the time the brushes are moved to it—any place with sufficient strength of field to reverse and build up to an equal negative value the strong armature current, during the time the coil is passing under the brush.

These distorting and demagnetising effects of the armature current are made quite plain by the diagrams given in Figs 144, 145 and 146, in which the winding is divided into demagnetising and distorting belts of conductors.

In Fig 144 the brushes are in the neutral zone, and the current is distributed in the two sets of conductors, so as to tend to set up a flux at right angles to that which, the armature carrying no current, would be set up by the field. The resultant flux will be distorted toward the forward pole tip, considered with reference to the direction of rotation. Therefore, at this position of the brushes, the electromagnetic effect of the armature is purely distortional. Similarly, if, as in Fig. 145, the brushes were moved forward through 90 deg until they occupied positions opposite the middle of the pole faces, and if in this position, current were sent through the brushes into the armature, (the armature with this position of the brushes being incapable of generating current), the electromagnetic effect of the armature would be purely demagnetising, there being no component tending to distort the field, and in any intermediate position of the brushes, such, for instance, as that shown in Fig 146, the electromagnetic effect of the armature current may be resolved into two components, one demagnetising, and due to the ampere turns lying in the zone defined by two lines (*aa*) drawn perpendicularly to the direction of the magnetomotive force of the impressed field, and passing through the forward position of the two brushes, and the other component due to the ampere turns lying outside of the zone, and purely distortional in its tendency. Fig 146, of course, represents roughly the conditions occurring in actual practice, Figs 144 and 145 being the limiting cases, shown for explanatory purposes.

In this connection, the results will be of interest of a test of armature reaction under certain conditions. A small four-pole non-clad generator of 17-kilowatt capacity, at 250 volts, with a four-circuit single-winding, was tested with regard to the distribution of the magnetic

flux in the gap. For this purpose the gap was divided up into a number of sections, from each of which successively an exploring coil was withdrawn. The coil was in circuit with a resistance box, and with the moveable coil of a Weston voltmeter. From the deflections and the total resistances of the circuit, the intensity of the flux at different portions of the gap was determined. These determinations were made with the armature at rest. As shown on the curves of Fig. 147, readings were taken, first with the field excited, but with no current in the armature, (curve A), and then with full-load current

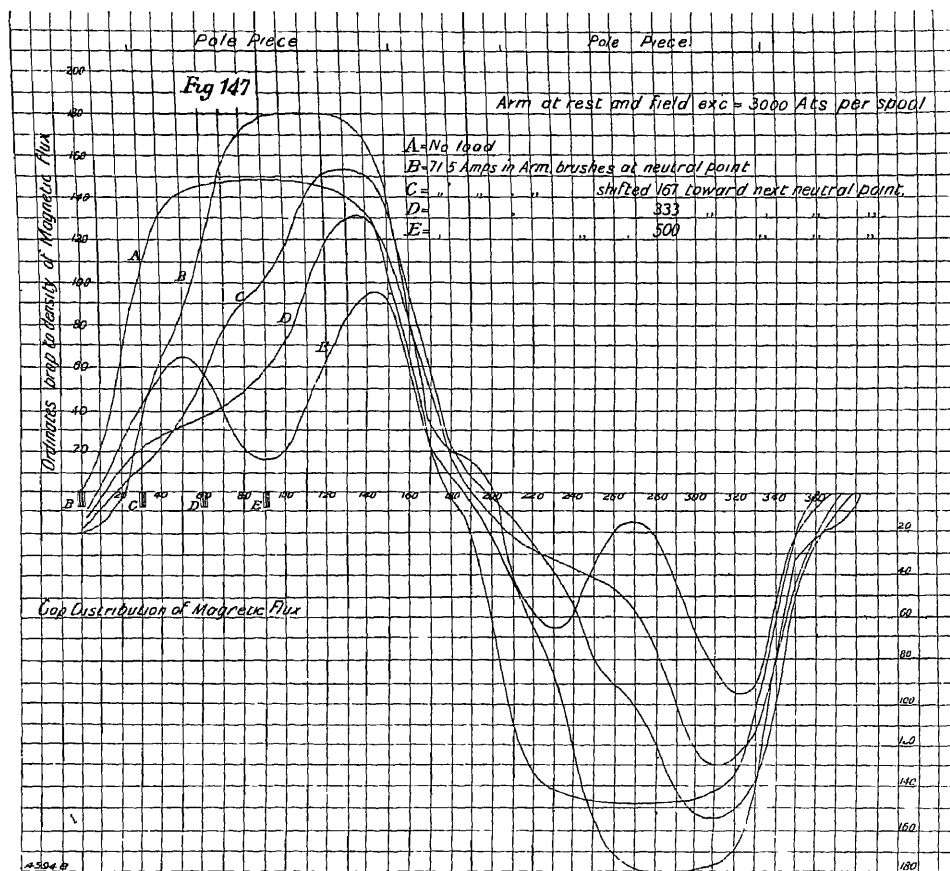


in the armature, and for various positions of the brushes. With the brushes at the neutral point (curve B), the distortion is at a maximum, but there is no demagnetisation. It would have been expected that the distortional crowding of the lines would have so increased the maximum density as to slightly diminish the total flux at the excitation used, this excitation being maintained at a constant value throughout the test. The integration of curves A and B, however, gives equal areas, consequently there was in this case no diminution of the total flux.

But when the brushes are shifted over to the middle of the pole face (curve E), the demagnetisation becomes very marked, as may be seen,

not only by the shape of the curve, but by its total area which is proportional to the total flux, but there is no longer any distortion. This last curve (curve E), representing the flux distribution corresponding to the position of the brushes at the middle of the pole face, should have been symmetrical, its lack of symmetry possibly being due to variation in the depth of the gap.

Dr. Hopkinson<sup>1</sup> has made experiments upon the distribution



of the magnetic flux in the air gap of two Siemens Brothers' bipolar dynamos, the results of which correspond very closely with his calculations with reference to the influence of armature reaction. A similar analysis of the curves of Fig 147 also confirms the theory of armature reaction. The machine experimented upon had a four-circuit

<sup>1</sup> "Original Papers on Dynamo Machinery and Allied Subjects" By John Hopkinson  
 Whittaker and Co, London, 1893

drum-winding, with 79 coils of six turns each, in 79 slots in the periphery. There were, therefore,  $\frac{79 \times 6}{4} = 119$  turns per pole piece on the armature. The armature current being 71.5 amperes, there were  $71.5 \times 4 = 286$  amperes per turn, consequently,  $119 \times 286 = 34,034$  ampere turns per pole piece on the armature. The area of the curves, which are proportional to the flux entering the armature, are as follows:

A	19	square centimetres	=	100	per cent
B	19	" "	=	100	"
C	36	" "	=	74	"
D	27	" "	=	55	"
E	20	" "	=	41	"

For curves A and B, the demagnetising component is zero, there being, however, in the case of B, maximum distortion, which would have been expected to so increase the maximum gap density as to cut down the total flux due to the 3,000 field ampere turns per pole piece. This was not, however, the case.

In curves C, D, and E, the demagnetising component of the armature strength rose to  $\frac{1}{3} \times 2,140 = 710$  at C,  $\frac{2}{3} \times 2,140 = 1,420$  at D, and to the full strength of 2,140 ampere turns at E. These results can be tabulated as follows:

TABLE XXXVI

1	2	3	4	5	6	7
Designation of Curve	Armature is of Total Flux at no Load Determined from Area of Curves of Fig. 147	Field Ampere Turns, Maintained Constant throughout the Tests	Armature Ampere Turns, Maintained Constant throughout the Tests	Demagnetising Component of Armature Ampere Turns Determined from Position of Brushes. See Diagrams of Figs. 144, 145, and 146	Resultant Ampere Turns, Determined from Columns 3 and 5	Percentage that Resultant Ampere Turns are of no Load Ampere Turns, Determined from Column 6
A	100	3000	0	0	3000	100
B	100	3000	2110	0	3000	100
C	74	3000	2110	710	2290	76
D	55	3000	2110	1420	1580	53
E	41	3000	2110	2110	860	29

The large percentage of flux in curve E (41 per cent), as compared with the small percentage of resultant ampere turns (29 per cent), is explained by the fact that with the brush at the middle of the pole face,

as was the case in curve E, many of the armature turns are so situated in space as not to be linked with the entire flux, and consequently cannot be so effective in demagnetisation. In other words, the armature turns are uniformly distributed, instead of being concentrated in a coil placed so as to fully oppose the field coils. The extent of this non-effectiveness is proportional to the pole arc, but with the positions of the brushes which would occur in practice, the demagnetising component of the armature ampere turns would be fully effective.

It will be observed that for curves A, B, C and D, the proportion of flux to resultant ampere turns is very close

#### APPLICATION OF THESE CONSIDERATIONS TO THE PROPORTIONING OF DYNAMOS

If it were not for these effects, due to the electromagnetic reaction of the armature, the proportioning of dynamos would resolve itself into a determination of those values of  $T$  and  $M$  in the formula  $E = KTNM \times 10^{-8}$ , which would, with a minimum cost of material, give the desired current and voltage, suitable cross-section of copper and iron being chosen, to secure immunity from excessive heating. Thus suppose the problem should arise, of the best design for a 500-volt 100-kilowatt generator, to run at 600 revolutions per minute. The current output is 200 amperes. Let us try a two-pole drum winding with 10 face conductors. Then  $T = 5$ ,  $N = 10$ ,  $500 = 4 \times 5 \times 10 \times M \times 10^{-8}$ ,  $M = 250,000,000$  lines. The armature iron could not properly be run at more than 100,000 lines per square inch. Therefore, the cross-section of the armature = 2,500 square inches at least. It thus appears that the armature would have to be 50 in in diameter and 50 in long, or else some other equally extreme dimensions. The field turns would be of great length, and as the air gap density would be very high, there would be need for very many field ampere turns. Without carrying the calculations any farther, it is apparent that, as regards cost of materials alone, the machine would be poorly designed.

On the other hand, suppose the armature had 2000 face conductors. Then  $T = 1000$ ,  $500 = 4 \times 1000 \times 10 \times M \times 10^{-8}$ ,  $M = 1,250,000$  lines. Necessary cross-section = 12.5 square inches as far as regards transmitting the flux. Therefore, the magnet cores would be 4 in in diameter. But to have on the armature 2000 face conductors, each

carrying 100 amperes, would require a very large armature, probably as large a diameter as was necessary in the former case, but then it was a question of carrying a large magnetic flux, which determined the size of the armature. In this case we should have a very large weight of armature copper, but otherwise the material would not cost much, if we look no further into the matter of field copper than relates to that necessary to obtain the required flux at no load. But, nevertheless, on the score of material alone, some intermediate number of conductors would be found to give a more economical result.

#### INFLUENCE OF ARMATURE REACTION IN THESE TWO EXTREME CASES

In the first case, that of the armature with only five turns, there would have been but  $\frac{5 \times 100}{2} = 250$  ampere turns per pole-piece on the armature, which, as far as armature reaction effects are concerned, would be entirely negligible, but, as relates to the collection of the current, there would be  $\frac{500}{2.5} = 200$  average volts between commutator segments, and this would have corresponded to such a high inductance per coil as to have rendered quite impossible the reversal of 100 amperes, 20 times per second, with any ordinary arrangement of commutator and brushes.

In the other case (that of the machine with 1000 armature turns), there would have been one volt per turn, a value which, with the methods of construction generally employed, would correspond to a very low inductance indeed, but there would have been on the armature  $\frac{1000 \times 100}{2} = 50,000$  ampere turns per pole-piece, which would completely overpower the field excitation, and the design would be entirely out of the question.

We find, therefore, that while in the first case the armature reaction is small, the inductance per commutator segment is excessive. In the second case the inductance per commutator segment is small, the armature is altogether too strong. With but two poles, some intermediate value would have to be sought for both quantities, probably something like 100 turns would give a fairly good result.

## CONDITIONS ESSENTIAL TO SPARKLESS COMMUTATION

As a consequence of armature reaction and inductance, it becomes not only desirable but necessary to limit the armature strength to such an amount (at full load current) as shall not too greatly interfere with the distribution and amount of the magnetic flux set up by the magnet spools. It is furthermore necessary to make each armature coil between adjacent commutator segments of so low inductance as to permit of the complete reversal of the current by means of the residual flux in the commutating field. The location and amount of this residual flux is determined by the strength of the armature, and the position of the brushes and the reluctance of the gap. To best understand the method of fulfilling these conditions, attention should be given to the following illustrations, which lead up to a very definite method for assigning the most desirable electromagnetic proportions to constant potential dynamos, particularly with reference to the determination of the proper number of poles.

## DETERMINATION OF THE NUMBER OF POLES FOR A GIVEN OUTPUT

Suppose we want a 50-kilowatt 400-volt bipolar generator. We conclude to limit the armature strength to 3,000 ampere turns per pole-piece, and the volts per commutator segment to 16 volts (a very high limit).

Amperes output =  $\frac{50,000}{400} = 125$  amperes. Therefore, each conductor

carries  $\frac{125}{2} = 62.5$  amperes. Turns per pole-piece =  $\frac{3,000}{62.5} = 48$ , i.e., 96

total turns.  $\frac{400}{16} = 25$  commutator segments between brushes, or 50 total

commutator segments. Therefore  $\frac{96}{50} =$  about two turns per coil (i.e., per commutator segment).

In the 100 kilowatt machine for the same voltage, to retain the same strength of armature, and the same volts per commutator segment, we must have only one turn per coil.

For these values of armature strength and volts per commutator segment we have now reached the limiting output, and the problem arises: What shall be done in the case of a machine of twice the size, in this case 200 kilowatts, if the type of winding remains the same? We cannot have less than one turn per commutator segment, so we find that in a bipolar

machine it will be necessary to either double the armature strength, in which case we can retain the low voltage per commutator segment, or we can double the voltage per commutator segment, and keep the armature strength of the same low value used in the previous cases, or we can compromise by raising both limits to a less extent. This latter plan is that which would be adopted to retain the bipolar design. But the result would be unsatisfactory as regards sparking, and even though it could be made passable at this output, the same question would arise with the next larger size. But by the use of a multipolar design, the difficulty is entirely overcome. Suppose we let our 200-kilowatt 400-volt machine, have four poles. Then there will be four paths through the armature, each carrying a quarter of the total current. Amperes output =  $\frac{200,000}{400} = 500$  amperes

Therefore amperes per conductor =  $\frac{500}{4} = 125$ . The turns per pole-piece =  $\frac{3,000}{125} = 24$ . We have, also, 24 commutator segments per pole-piece, giving  $\frac{400}{24} = 16.6$  volts per commutator segment.

A machine can consequently be made to operate entirely satisfactorily, as regards sparking, by designing it with a proper number of poles.

### MULTIPLE CIRCUIT WINDINGS

With multiple-circuit windings, the armature strength and the volts per bar may be reduced to any desired extent by sufficiently increasing the number of poles. Thus, suppose that in a certain case the conditions given are that the armature strength of a 500-kilowatt 600-volt generator shall be 4,000 ampere-turns per pole-piece, and that there may be 15 volts per commutator segment. Then the number of poles would be determined as follows:

$$\text{Commutator segments per pole-piece } \frac{600}{15} = 40$$

Therefore 10 turns per pole-piece

$$\frac{4000}{10} = 400 \text{ amperes per armature branch}$$

$$\text{Full load current } \frac{500,000}{600} = 833 \text{ amperes}$$

$$\text{Therefore we want } \frac{833}{100} = 8 \text{ poles}$$



But suppose it were considered advisable that this generator should have only 3000 ampere-turns per pole-piece on the armature, and that it should have but 8 volts per commutator segment, then turns per pole-piece

$$= \frac{600}{8} = 75$$

$$\text{Amperes per armature conductor} = \frac{3000}{75} = 40$$

$$\text{Therefore number of poles} = \frac{833}{40} = 20$$

### TWO-CIRCUIT WINDINGS

But in the case of two-circuit windings, these values cannot be adjusted by changing the number of poles, for the reason that the current divides into two paths through the armature, independently of the number of poles, instead of dividing into as many paths as there are poles

Suppose, for example, that it were desired to use a two-circuit winding in a 500-kilowatt, 600-volt generator, and to have 15 volts per commutator segment. Then

$$\text{Number of segments per pole-piece} = \frac{600}{15} = 40$$

$$\text{Full load amperes} = \frac{500,000}{600} = 833$$

$$\text{Amperes per turn} = \frac{833}{2} = 417$$

$$\text{Therefore, ampere-turns per pole-piece on armature} = 40 \times 417 = 16,700$$

This would be impracticable. To reduce this to 6000 ampere-turns, the turns have to be reduced, and consequently the commutator segments, to  $\frac{6,000}{16,700} \times 40 = 14$  per pole-piece. There would then be  $\frac{600}{14} = 43$  volts per commutator segment, which, with ordinary construction, would correspond to so high a reactance voltage in the short-circuited coil (in a machine of this output) as not to be permissible. Moderate values can only be obtained by interpolating commutator segments in accordance with some well-known method, or by the use of double, triple, or other multiple windings. Such methods generally give unsatisfactory results, and two-circuit windings are seldom used for machines of large output. When they are used, in such cases, exceptional care has to be taken to counteract

then objectionable features by the choice of very conservative values for other constants

### MULTIPLE WINDINGS

But the use of multiple windings (such, for instance, as the double winding of Fig 74), permits of employing two-circuit windings

Thus, suppose in the case of the design of a 350-kilowatt, 250-volt generator, it appears desirable, when considered with reference to cost of material, or for some other reason, to use 14 poles, and that, furthermore, a two-circuit multiple winding is to be used. The question arises, how many windings shall be employed, in order to have only 9 volts per commutator segment, and to permit not over 5,000 ampere-turns per pole-piece on the armature?

$$\frac{250}{9} = 28 \text{ commutator segments per pole-piece}$$

Therefore, 28 turns per pole-piece

$$\text{Therefore, } \frac{5000}{28} = 180 \text{ amperes per turn}$$

$$\text{Amperes output} = \frac{350,000}{250} = 1400 \text{ amperes,}$$

$$\frac{1400}{180} = 7.8$$

Therefore there must be eight paths through the armature from the positive to the negative brushes. Consequently, a two-circuit quadruple winding is required.

It may, however, be well to again emphasise the fact that poor results generally follow from the adoption of such windings, except in cases where a width of commutator can be afforded which permits of dispensing with all but two sets of brushes.<sup>1</sup> By adopting such a width of commutator, one of the savings effected by the use of multipolar designs is lost. By careful designing, two-circuit double and sometimes two-circuit triple windings have given good results.

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<sup>1</sup> If only two sets of brushes are retained, the short-circuited set of conductors no longer consists of the two corresponding to one turn, but now includes as many in series as there are poles. A high reactance voltage is consequently present in this short-circuited set. The presence of the full number of sets of brushes, if correctly adjusted, *should* reduce this, but cannot in practice be relied upon to do so.

## TWO-CIRCUIT "COIL" WINDINGS

But two-circuit single windings can be very properly applied to machines of such small capacity, that, when good constants are chosen, they work out to have one or more turns per segment. It follows that, within certain ranges, any desired values of armature strength and volts per commutator segment may be obtained, not, however, by a suitable choice of poles, but by the use of a suitable number of turns between commutator segments. Suppose, for instance, a 10-kilowatt 100-volt generator, with an armature strength of 2,000 ampere turns per pole-piece, and with 5 volts per commutator segment.

Then

$$\text{Segments per pole-piece} = \frac{100}{5} = 20$$

$$\text{Full load current} = \frac{10,000}{100} = 100 \text{ amperes}$$

$$\text{Amperes per conductor} = \frac{100}{2} = 50$$

$$\text{Turns per pole-piece} = \frac{2000}{50} = 40$$

$$\text{Therefore, } \frac{40}{20} = \text{two turns per commutator segment}$$

If 3,000 ampere-turns had been permissible, we should have used  $\frac{3,000}{2,000} \times 2 = 3$  turns per commutator segment.

Finally, it may be stated that two-circuit armatures are built multipolar mainly from considerations of cost, and should not be used for large outputs except in special cases.

Aside from the reasons dependent strictly upon the magnetic limit of output, it may be said that two-circuit windings are unsatisfactory whenever the output is so large as to require the use of more than two sets of brushes (in order to keep the cost of the commutator within reasonable limits), because of the two-circuit windings lacking the property of compelling the equal subdivision of the current among all the sets of brushes used. Selective commutation occurs, one set of brushes carrying for a time a large part of the total current, this set of brushes becoming heated. This trouble is greater the greater the number of sets of brushes, and the practicability of two-circuit windings may be said to be inversely as the number of poles. If, however, in *multiple*

encut windings the part of the winding opposite any one pole-piece should tend to take more than its share of the current, the increased armature reaction and CR drop tends to restore equilibrium, the property constituting a great advantage

#### VOLTAGE PER COMMUTATOR SEGMENT AS RELATED TO INDUCTANCE

As already stated, the average voltage between commutator segment although it can be relied upon to give good results, if care is used in special cases, is not a true criterion of the inductance of a coil. For in different types, this expression may have the same value for coils of different inductances.

Thus, if the design is for an armature in which the conductors are located in holes beneath the surface, the inductance will be very high, and it would be necessary to limit the average voltage per commutator segment to a very low value. If the slots are open, the inductance will be somewhat lower, and in a smooth core construction with the winding on the surface, the inductance is very low. In this latter case a much higher value for the average volts per commutator segment could be used.

The possible value also varies according to whether carbon or copper brushes are used. Carbon<sup>1</sup> brushes may be much less correctly set and still have sparkless commutation, due to the high resistance of the brush limiting extreme variation of current in the short-circuited coil, as well as because the brushes are not so subject to injury through this cause, as would be the case with copper brushes. Consequently, the average volts per commutator segment may be permitted to be three or four times as great as with copper brushes, without endangering the durability either of the brushes or of the commutator, and on account of this, it is found desirable to increase the density in the

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<sup>1</sup> There has lately been a tendency amongst some designers to attribute still other properties to high-resistance brushes, and even to maintain that they play an important part not only in limiting the short-circuit current, but in accelerating the building up of the reversed current. However, one would feel inclined to hold that the main element in the commutating, *i. e.*, stopping and reversing of the current, is attributable to the influence of the residual commutating field, and that while the carbon brush aids in promptly arresting the original current, it is perhaps of still more importance in virtue of its possessing a certain inertness in combination with the copper commutator segments which renders the sparkless

air gap to correspond with this higher inductance between commutator segments

We have now shown that although the preliminary design for a commutating machine may be arrived at from the maximum permissible armature reaction and the number of commutator segments per pole necessary for good commutation, the average voltage between the commutator segments is not the ultimate expression as regards commutation. The ultimate expression must be in terms of the inductance of the coil or coils included between a pair of commutator bars.

In general, commutation occurs when a coil is in a feebly magnetised field, so that the inductance can be approximately calculated from the magnetomotive force of the coils, and the reluctance of the magnetic circuit around which the coils act. The frequency of reversal is determined from the thickness of the brush and the commutator speed.

The commutated current consists of two components: one a wattless magnetising component, and the other an energy current, due firstly to the dissipation of energy by  $C^2 R$  loss in the coil, and secondly to eddy currents generated internally in the copper conductors, and in the surrounding mass of metal.

It follows from this that there is a loss increasing with the load in commutating machines due to the commutation of the currents. There

is much less destructive than between copper brushes and copper segments. It has the property of burnishing the commutator, giving it a lustrous refractory surface.

The following bibliography comprises the most recent contributions to the discussion of the subject of sparking in commutating dynamos.

Weymouth, "Drum Armatures and Commutators."

Reid, "Sparking, Its Cause and Effects," *Am Inst Elec Engis*, December 15th, 1897. Also *The Electrician*, February 11th, 1898.

Thomas, "Sparking in Dynamos" *The Electrician*, February 18th, 1898.

Gnault, "Sur la Commutation dans les Dynamos à Courant Continu" *Bull de la Soc Int des Elect*, May, 1898, vol. xv, page 183.

Dick, "Ueber die Ursachen der Funkenbildung an Kollektor und Bürsten bei Gleichstrom-dynamos" *Elek Zeit*, December 1st, 1898, vol. xix, page 802.

Fischer-Hinnen, "Ueber die Funkenbildung an Gleichstrom-maschinen" *Elek Zeit*, December 22nd and 29th, 1898, vol. xix, pages 850 and 867.

Arnold, "Die Kontaktwiderstand von Kohlen und Kupferbürsten und die Temperaturerhöhung eines Kollektors" *Elek Zeit*, January 5th, 1899, vol. xx, page 5.

Kapp, "Die Funkengrenze bei Gleichstrom-maschinen" *Elek Zeit*, January 5th, 1899, vol. xx, page 32.

Arnold and Mie, "Ueber den Kurzschluss der Spulen und die Kommutation des Stromes eines Gleichstromankers" *Elek Zeit*, February 2nd, 1899, vol. xx, page 97.

are also other load losses in commutating machines, brought about by the distortion and the increasing magnetisation in the iron, so that the hysteresis and eddy current losses increase from no load to full load, as also the eddy current losses in the armature conductors themselves<sup>1</sup> It has been generally assumed on the part of designers that these losses in the armatures of commutating dynamos do not increase with the load This, however, is incorrect The increase does exist, and is in general of the same nature as the increase in these losses in alternators, due to the load, although they may be restricted to a greater extent by proper designing The effect of the induced eddy currents on commutation is often appreciable, since the frequency of commutation is generally from 200 to 700 cycles per second For this reason, calculations on inductance in reference to commutation have to be considered with reference to the particular construction of the armature core Constants as to inductance are, therefore, best determined by actual measurements In practice, a good average expression is, that one ampere turn will give a field of 20 C G S lines per inch of length of armature core

It is convenient to assume this as a basis upon which to work out a design As the design develops, the figures should be corrected according to the dimensions selected This is the most satisfactory method, and several tests will be described, the results of which have a direct bearing upon the value of the constant By a study of these results one may determine the most desirable proportions to give to the armature slot in order to bring the inductance down to, or even below, the value of 20 C G S lines per ampere turn and per inch of length of armature lamination In cases where it is impracticable to use such slot proportions as shall give the minimum value, the tests afford an indication of the value to be used It is, of course, very desirable that such experiments should be independently carried out on the particular line of commutating dynamo with which the individual designer is concerned In this connection, that is, in relation to inductance in commutating dynamos, interest attaches, not to the inductance of the armature winding as a whole, as in the case of alternating-current dynamos,<sup>2</sup> but to the

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<sup>1</sup> See Fig 114, on page 106, for experimental confirmation of this statement

<sup>2</sup> Rotary converters contain the elements of both these types, and in their subsequent treatment it will appear that while the coil undergoing commutation should have the least practicable inductance, the inductance of the coils in series between collector rings must have a suitable value for reasons entirely other than those related to commutation

nductance of those components of the winding which simultaneously undergo commutation at the brushes. In well-designed dynamos of this type such coils will, at the time of commutation, be located in the space between pole-tips, practically at the position of minimum inductance. The measurement of this inductance was the object of the tests now to be described.

#### PRACTICAL DEFINITION OF INDUCTANCE

A coil has an inductance of one henry when it is situated in a medium of such permeability, and is so dimensioned, that a current of one ampere sets up a magnetic flux of such a magnitude that the product of the number of lines linked with the coil, by the number of turns in the coil is equal to 100,000,000. If the coil has but one turn, then its inductance, expressed in henrys, becomes  $10^{-8}$  times the number of lines linked with the turn when one ampere is passing through it. If the coil has  $T$  turns, then not only is the magnetomotive force  $T$  times as great (except in so far as saturation sets in), but this flux is linked with  $T$  turns, hence the product of flux and turns, *i e.*, the total linkage, the inductance of the coil, is proportional to the square of the number of turns in the coil.

#### DESCRIPTION OF EXPERIMENTAL TESTS OF INDUCTANCE

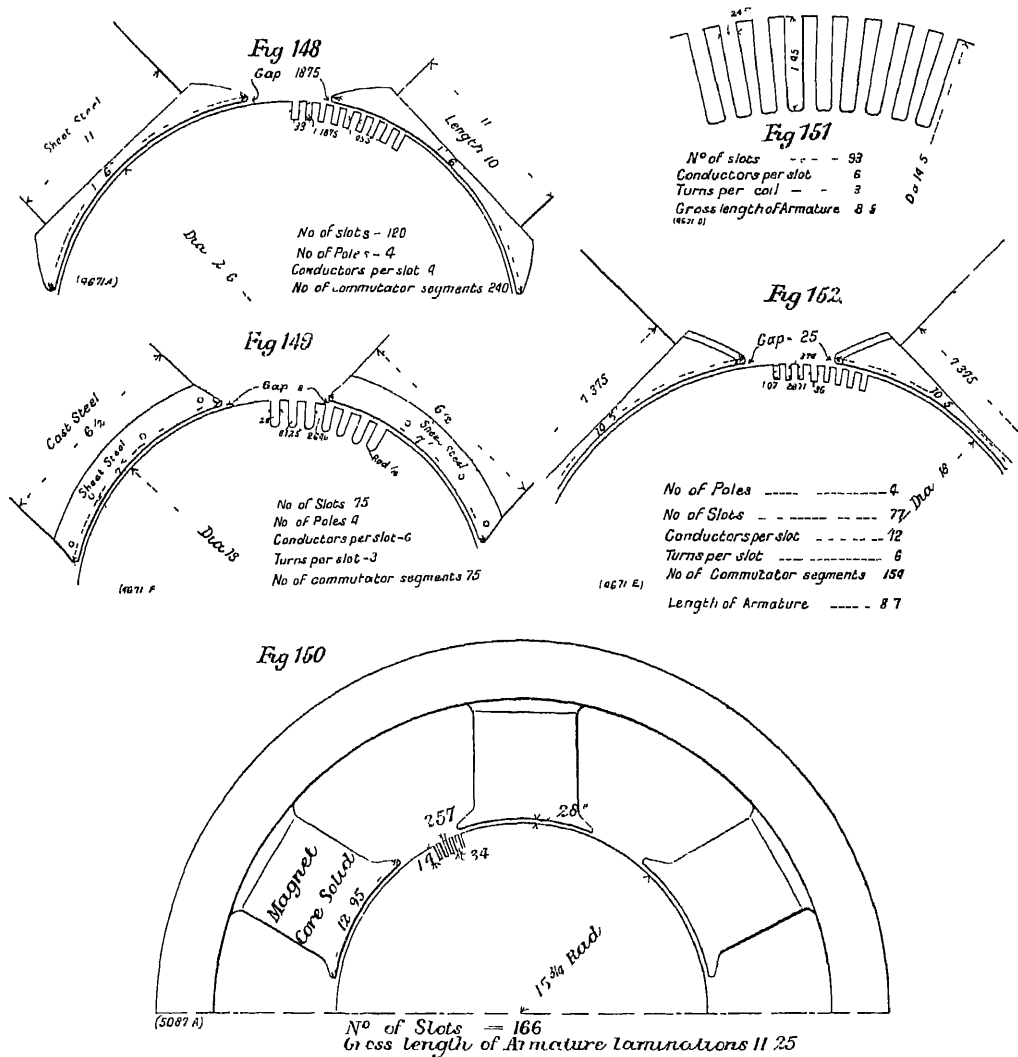
*First Experiment*—In Fig 148 is shown a sketch of a commutating dynamo with a projection type of armature with a four-circuit single winding. The inductance of several groups of coils was measured with a 5-cycle alternating current, and the results, together with the steps of the calculation, are set forth in the following Tables

TABLE XXXVII—MINIMUM INDUCTANCE

Conductors in position of minimum inductance are in the commutating zone, *i e.*, midway between pole corners

umber of Turns Under Test	Amperes in these Turns.	Volts	Impe- dance in Ohms	Resist- ance in Ohms	React- ance in Ohms	Induct- ance in Henrys	C G S. Lines per Ampere Turn and per Inch of Length of Lamination
1	75	594	00790	00692	00388	0000247	15.0
5	65	728	0120	00865	00708	0000150	18.0
6	68	944	0139	0104	00930	0000592	16.5

The air gap of this machine was afterwards shortened from its original depth of about 188 in to about 1 in, and the inductance in the position of maximum inductance was again measured. In the position of minimum inductance, the values are unaffected by the depth of the air gap.



*Second Experiment*—A commutating dynamo, illustrated in Fig 149, has a four-circuit single winding consisting of 75 coils of three turns each, arranged in 75 slots. Tests with 25-cycle alternating current were made on the inductance of from one to five adjacent coils, and the results are set forth in Table XL.



## Electric Generators

TABLE XXXVIII — MAXIMUM INDUCTANCE

Position of maximum inductance are under the middle of the pole faces

s	Volts	Impe- dance in Ohms	Resist- ance in Ohms	React ance in Ohms	Induct ance in Henrys	C G S Lines per Ampere Turn and per Inch of Length of Lamination
	391	00535	00316	00407	0000260	65 0
	730	0103	00529	00890	0000567	63 0
	{ 1 095 }	0174	00692	0159	000102	63 5
	{ 378 }					
	594	0270	00865	0256	000163	65 0
	770	0350	0104	0333	000212	59 0

—CONDUCTORS IN POSITION OF MAXIMUM INDUCTANCE WITH SHORTENED  
AIR GAP

s	Volts	Impe- dance in Ohms	Resist- ance in Ohms	React ance in Ohms	Induct ance in Henrys	C G S Lines per Ampere Turn and per Inch of Length of Lamination
	189	00235	00173	00138	00000876	87 6
	230	00575	00346	00452	0000288	72 0
	172	00605	00346			
	256	0125	00519	0116	0000735	81 5
	500	0128	00519			
	1 02	0133	00519			
	432	0210	00692	0202	000129	80 5
	850	0224	00692			
	610	0328	00865	0314	000200	80 0
	915	0465	0104	0452	000288	80 0

g the air gap has increased the inductance in the position of maximum inductance  
t

TABLE XL — POSITION OF MINIMUM INDUCTANCE

Amperes	Volts	Impe- dance in Ohms	Resist- ance in Ohms	React ance in Ohms	Induct ance in Henrys	C G S Lines per Ampere Turn and per Inch of Length of Lamination
63	2 25	0357	0309	0173	000110	15 5
58	3 00	0518	0412	0308	000197	15 6
52	3 70	0710	0515	0482	000307	15 6
<i>Position of Maximum Inductance</i>						
61	75	0123	0103	00655	000042	53
58	1 95	0339	0206	0268	000171	54
52	3 45	0668	0309	0590	000376	53
21	2 30	111	0412	103	000655	52
20	3 30	165	0515	156	00099	50

again be drawn to the fact that it is the minimum inductance, which corresponds to position of commutation, which is of chief interest in the present section

Tables XXXVIII and XXXIX, and the last half of Table XL relating to the position of maximum inductance, are useful for a correct understanding of the relation of the proportions of the magnetic circuit of the armature coil to the resulting inductance, but are not directly applicable to the conditions obtaining during commutation.

*Third Experiment*—Tests were made with 60-cycle alternating current upon the inductance of a six-pole commutating generator, the armature of which had 166 slots with a six-circuit single-winding of 166 complete coils, each of two turns. Fig. 150 gives the dimensions. The results are set forth in Table XLI.

TABLE XLI.—POSITION OF MINIMUM INDUCTANCE

Number of Coils Under Test	Number of Turns Under Test	Amperes	Volts	Impedance in Ohms	Mean Impedance	Resistance in Ohms	Reactance in Ohms	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch Length of Armature Lamination
1	2	98.5	46	00467					
1	2	126.5	58.5	00463	00465	0015	00439	0000117	26.0
2	4	85.0	14.2	0167					
2	4	95.7	16.2	0169	0168	0030	0165	0000440	24.5
2	4	105	17.9	0169					
3	6	65.3	22.4	0343					
3	6	75.0	26.0	0346	0345	0045	0342	0000091	21.8
3	6	87.0	30.0	0345					
4	8	65.5	37.4	0571					
4	8	76.0	43.6	0573	0573	0060	0570	000152	21.1
4	8	87.0	50.0	0575					

*Position of Maximum Inductance*

1	2	89.8	71	0078					
1	2	95.2	77	0081	0080	0015	0078	0000208	46.3
1	2	111.8	91	0081					
2	4	71.0	22.4	0316					
2	4	78.0	24.2	0310	0312	0030	0310	0000082	45.6
2	4	84.2	26.0	0309					
3	6	72.3	46.8	0648					
3	6	83.7	53.8	0643	0644	0045	064	000170	42.0
3	6	89.3	57.4	0643					
4	8	66.6	71.4	1072					
4	8	77.0	83.2	1062	1052	0060	105	000279	38.8
4	8	86.3	89	1031					

*Fourth Experiment*—This relates to the carcass of a 30 horse-power railway armature, the leading dimensions of which are indicated in Fig 151. Only four coils, of three turns each, were in position in four adjacent armature slots. The armature was out of its field frame, which was equivalent to its being in the position of minimum inductance. The testing current was supplied at a frequency of 100 cycles per second. Gross length of armature lamination = 8.5 in. The results obtained are set forth in the following Tables.

TABLE XLII—POSITION OF MINIMUM INDUCTANCE

Number of Coils Under Test	Number of Turns in these Coils	Amperes in these Turns	Volts at Terminals	Impedance in Ohms	Resistance in Ohms	Reactance in Ohms	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch (Gross Length of Armature Lamination
1	3	55.5	1.11	0.200	0.085	0.181	0.000286	37.1
1	3	17.0	.94	0.200	0.085	0.181	0.000286	37.4
1	3	34.0	.68	0.201	0.085	0.182	0.000287	37.5
1	3	31.5	.62	0.195	0.085	0.176	0.000278	37.7
2	6	51.9	2.78	0.536	.017	.0507	0.000080	26.2
2	6	42.5	2.27	0.536	.017	.0507	0.000080	26.2
2	6	36.3	1.97	0.542	.017	.0513	0.000081	26.5
2	6	31.4	1.71	0.545	.017	.0517	0.000082	26.7
3	9	23.7	2.27	0.960	.026	.0924	0.00147	21.1
3	9	18.9	1.84	0.974	.026	.0937	0.00149	21.6
3	9	16.9	1.62	0.959	.026	.0921	0.00146	21.2
3	9	15.8	1.50	0.947	.026	.0910	0.00145	21.1
4	12	19.8	2.91	1.47	.034	.143	0.00227	18.5
4	12	15.9	2.51	1.58	.034	.154	0.00245	20.0
4	12	14.4	2.15	1.49	.034	.145	0.00230	18.8
4	12	12.4	1.88	1.52	.034	.148	0.00235	19.2

Mean of the four observations for three turns

37.5

" " six "

26.4

" " nine "

21.3

" " twelve,,

19.1

*Fifth Experiment*—Fig 152 gives a sketch showing the leading dimensions of the dynamo experimented upon. The armature was in place in the cast-steel frame. Testing current had a periodicity of 100 cycles per second. The gross length of the armature lamination = 8.7 in. The results are given in Table XLIII.

TABLE XLIII — POSITION OF MINIMUM INDUCTANCE

Number of Coils Under Test	Number of Turns in these Coils	Amperees in these Turns	Volts at Terminals	Impedance in Ohms	Resistance in Ohms	Reactance in Ohms	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch Gross Length of Armature Lamination
1	3	39 0	838	0215	0065	0205	0000330	42 2
1	3	13 5	941	0216	0065	0206	0000332	42 4
1	3	46 0	992	0216	0065	0206	0000332	42 4
2	6	20 0	1 18	0590	0130	0584	0000924	29 5
2	6	21 5	1 24	0577	0130	0562	0000895	28 6
2	6	24 0	1 39	0580	0130	0565	0000900	28 8
2	6	25 0	1 45	0581	0130	0565	0000900	28 8
3	9	14 9	1 84	124	0195	122	000194	27 6
3	9	16 9	2 05	122	0195	120	000191	27 2
3	9	18 9	2 29	122	0195	120	000191	27 2
3	9	20 9	2 52	121	0195	119	000190	26 9
4	12	13 4	2 46	184	026	182	000290	23 2
4	12	14 8	2 74	185	026	183	000291	23 3
4	12	15 8	3 01	190	026	188	000299	23 9
4	12	18 3	3 44	188	026	186	000296	23 7
Mean of the observations with three turns								42 3
" " six "								28 9
" " nine "								27 2
" " twelve "								23 5

*Sixth Experiment* — This experiment was made in respect to the inductance of an armature of a 25 horse-power tramway motor

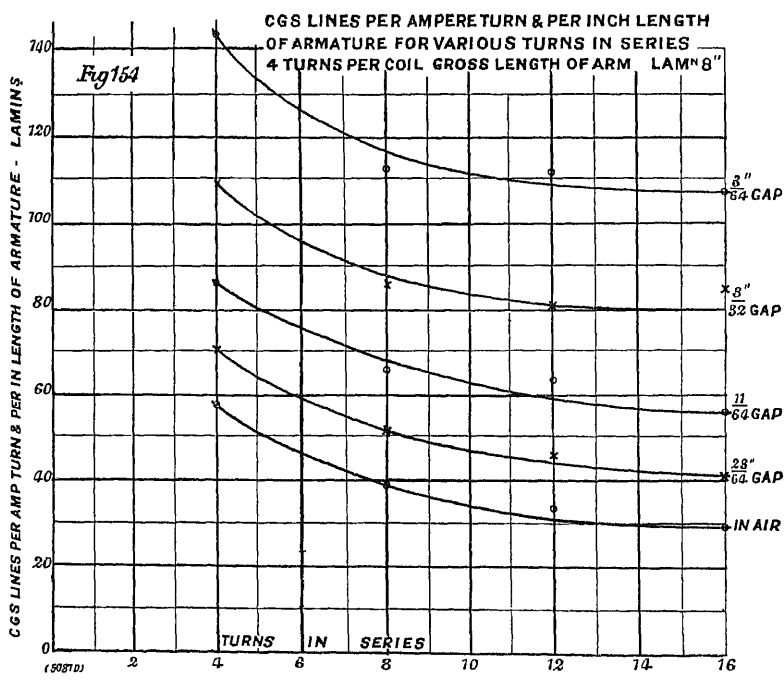
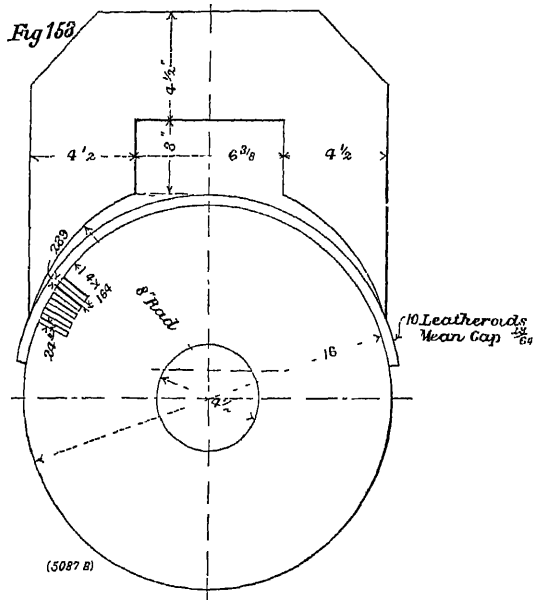
The following data applies to this armature —

Diameter of armature	16 in
Number of slots	105
"    coils	105
Turns per coil	4
Conductors per slot	12
Gross length of armature laminations	8 in

The inductance tests were made with a current of a periodicity of 100 cycles per second

Inductance measurements were made upon one, two, three, and four coils in series, and under the condition of minimum inductance, which was considered to correspond with the armature in air, and then with air gaps of various lengths arranged by a special pole-piece of laminated iron of the dimensions shown in Fig 153, which shows the pole-piece in place, with pieces of leatheroid between it and the armature. Owing to this pole-piece being of the same radius as the armature, on

inserting the leatheroids a gap was obtained which was larger at the inner edge of the pole-piece than at the outer (see Fig 153), so that in the calculations and curves a mean gap is given



In Tables XLIV to XLVII inclusive, and in the curves of Figs 154 and 155, are given the results of these tests

TABLE XLIV—ONE COIL OF FOUR TURNS PER COIL RESISTANCE = 0.014 OHMS

Ampere	Volts	Impedance	Reactance	Cycles per Second	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch Length of Armature	Mean	Mean Air Gap
23.75	1.08	0.455	0.433	97	0.000710	55.5	56.6	m
23	1.07	0.466	0.444	97	0.000728	57.0		∞
20.2	0.945	0.468	0.466	97	0.000732	57.2		
23.5	1.325	0.562	0.549	99	0.000884	69.0	69.8	
22	1.268	0.576	0.558	99	0.000897	70.0		$\frac{23}{64}$
19.75	1.120	0.568	0.551	99	0.000887	69.3		
20	1.385	0.693	0.678	99	0.00109	85.2	85.5	
22.5	1.56	0.694	0.679	99	0.00109	85.2		$\frac{11}{64}$
21	1.675	0.698	0.684	99	0.00110	86.0		
21.5	2.18	0.891	0.880	99	0.00141	110.0	108.2	
20	1.725	0.863	0.852	99	0.00137	107.0		$\frac{3}{32}$
22	1.91	0.868	0.857	99	0.00138	107.8		
22	2.53	1.151	1.141	99	0.00189	143.6	142.5	
20	2.29	1.145	1.137	99	0.00183	143.0		$\frac{1}{64}$
18	2.03	1.128	1.119	99	0.00180	141.0		

TABLE XLV—TWO COILS OF FOUR TURNS PER COIL RESISTANCE = 0.033 OHMS

Ampere	Volts	Impedance	Reactance	Cycles per Second	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch Length of Armature	Mean	Mean Air Gap
21	2.64	1.256	1.212	99	0.00195	38.1	38.2	m
19	2.42	1.274	1.230	99	0.00198	38.7		∞
17.5	2.18	1.245	1.202	99	0.00193	37.8		
17	2.85	1.676	1.645	100	0.00262	51.3	51.0	
15.5	2.61	1.650	1.646	100	0.00262	51.3		$\frac{23}{64}$
13	2.15	1.655	1.620	100	0.00258	50.4		
13	2.81	2.16	2.13	100	0.00340	66.4	65.9	
15	3.20	2.13	2.10	100	0.00334	65.3		$\frac{11}{64}$
16.5	3.55	2.15	2.12	100	0.00338	66.1		
12.5	3.48	2.78	2.76	100	0.00440	86.0	85.6	
11	3.03	2.75	2.73	100	0.00435	85.0		$\frac{1}{32}$
10	2.77	2.77	2.75	100	0.00438	85.8		
10	3.59	3.59	3.58	99	0.00576	112.5	111.6	
9	3.20	3.56	3.55	99	0.00572	111.7		$\frac{1}{64}$
8	2.82	3.53	3.52	99	0.00567	110.7		

TABLE XLVI—THREE COILS OF FOUR TURNS PER COIL RESISTANCE = 0.173 OHMS

Amperes	Volts	Impedance	Reactance	Cycles per Second	Inductance in Henrys	C.G.S. Lines per Ampere Turn and per Inch Length of Armature	Mean	Mean Air Gap
15	3.68	215	240	99	000386	33.5	33.7	m
13.5	3.35	248	243	99	000391	33.9		s
12	2.96	246	241	99	000388	33.7		
10	3.47	347	344	98	000558	18.5	15.8	d
9	2.98	331	328	98	000533	16.3		
8	2.45	306	303	98	000492	42.7		
17	7.8	458	452	98	000737	63.8	63.2	11
15	6.75	450	447	98	000726	63.0		
14	6.3	450	447	98	000726	63.0		
13	7.84	603	601	98	000976	81.6	80.8	12
12	7.08	590	588	98	000958	83.3		
10	5.32	532	530	98	000863	71.7		
18	14.6	812	811	98	001317	111.2	111.1	d
16	12.5	782	781	98	001270	110.1		
15	11.6	774	773	98	001255	109.0		

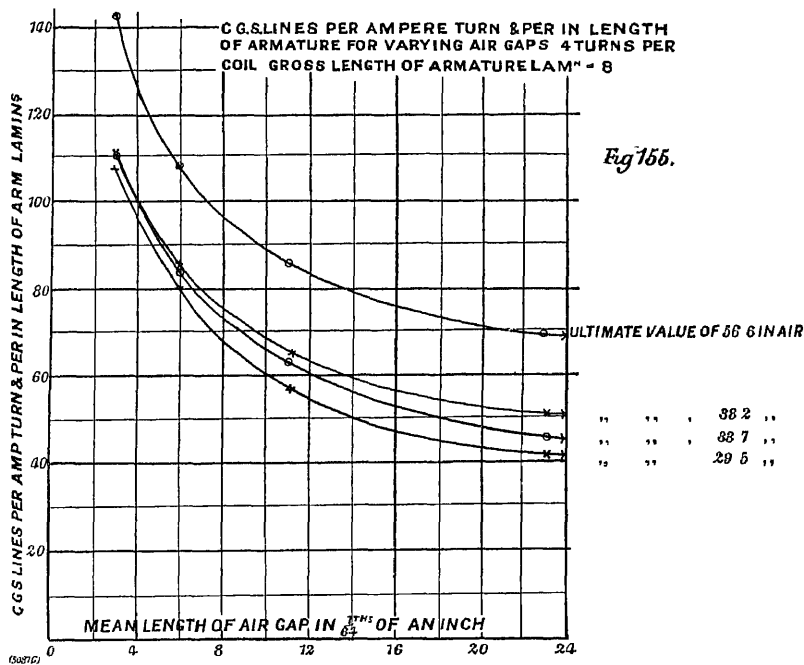
TABLE XLVII—FOUR COILS OF FOUR TURNS PER COIL RESISTANCE = 0.637 OHMS

Amperes	Volts	Impedance	Reactance	Cycles per Second	Inductance in Henrys	C.G.S. Lines per Ampere Turn and per Inch Length of Armature	Mean	Mean Air Gap
19	7.42	390	385	100	000613	29.9	29.5	m
17	6.47	380	375	100	000598	29.3		s
14	5.32	380	375	100	000598	29.3		
15	8.23	514	539	100	000872	12.6	11.5	d
13	7.06	543	538	100	000871	12.6		
11	5.48	500	495	100	000802	39.2		
10	7.58	758	755	100	00120	58.7	56.1	14
9	6.64	738	735	100	00117	57.3		
8	5.40	675	672	100	00107	52.3		
17	19.04	1.12	1.117	100	00178	87.0	84.8	12
15	16.25	1.082	1.079	100	00172	84.2		
13	13.75	1.057	1.054	100	00170	83.2		
17	24.0	1.411	1.410	100	00225	110	107.5	d
15.5	21.3	1.375	1.374	100	00219	107		
14	19.0	1.356	1.355	100	00216	105.5		

The curves in Figs. 154 and 155 are plotted from the above results

No results are given for the position of zero air gap, since great inaccuracy was introduced by the pole-piece not making a uniform magnetic contact each time it was replaced

*Seventh Experiment*—The armature of a 20 horse-power railway motor characterised by an especially small number of slots (twenty-nine) was measured as to inductance, and it is interesting to note that despite the concentration of many turns in each slot, the inductance as expressed in terms of the number of C G S lines per ampere turn and per inch



length of armature lamination, is but very little greater than in machine with many slots and but few conductors per slot

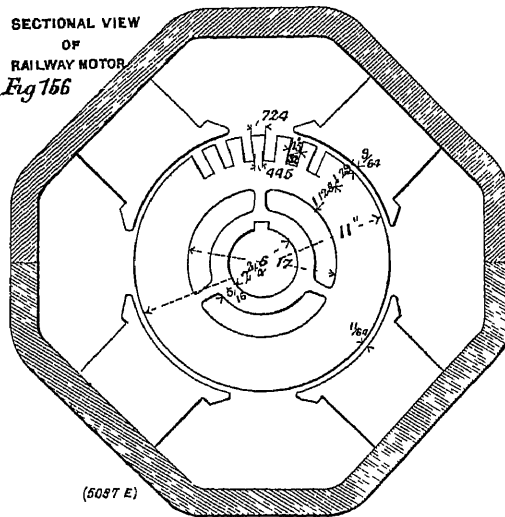
The principal dimensions of the armature are given below, and in Fig. 156

Diameter of armature	11 in
Number of slots	29
„ coils	87
Turns per coil	6
Conductors per slot	36
Gross length of armature laminations	9 in
Length of air gap average	$\frac{7}{32}$ in

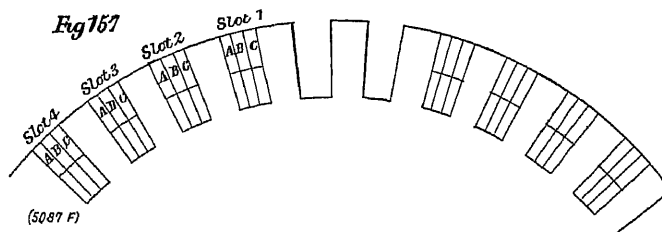
The values for the position of minimum inductance were taken with the armature out of its frame, i.e., in air



SECTIONAL VIEW  
OF  
RAILWAY MOTOR  
*Fig 156*

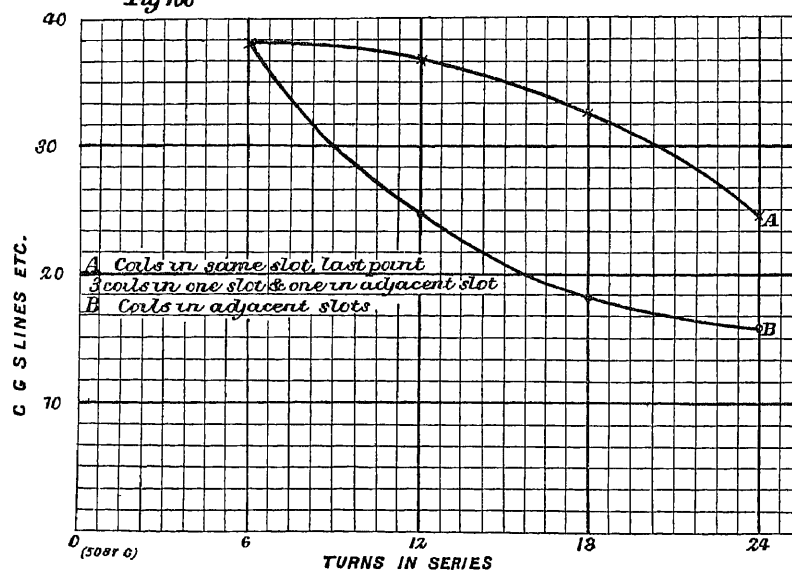


*Fig 157*



ARRANGEMENT OF COILS IN SLOTS

*Fig 158*



For the position of maximum inductance, the armature was in the frame with the coils under test directly under the pole face. The pole face was built of laminations.

Fig 157 shows the arrangement of the coils in the slots, and also serves as a key to the combinations of coils taken. Taking slot 1, it was found that the inductance of coils A, B, and C were practically the same.

The results are plotted in Fig 158. In the curve marked A, the turns are situated in one and the same slot except for the last point (*i.e.*, twenty-four turns), in which case, eighteen turns were in one slot and six turns in the adjacent one. In curve B, the turns were situated six in each slot, (*i.e.*, one coil per slot), the slots being adjacent.

The observations are given below in tabulated form.

TABLE XLVIII

Amperes	Impedance	Mean Impedance	Reactance	Cycles per Second	Inductance in Henrys	C G S Lines per Ampere Turn Per Inch Length of Armature	
<i>One Coil of 6 Turns      Position of Minimum Inductance</i>							
Slot 1, Coil B      Resistance = 0230 ohms							
15	0793	0786	0752	97	0001237	38.2	
17	0782						
19	0784						
<i>Two Coils of 6 Turns per Coil      Position of Minimum Inductance</i>							
Slot 1, Coils B and C      Resistance = 048 ohms							
8	299	293	289	97	000476	36.7	
10	290						
11	291						
Slot 1, Coil B      Slot 2, Coil B      Resistance = 049 ohms							
10	204	199	195	96	000322	24.8	
13	199						
15	195						
<i>Three Coils of 6 Turns per Coil      Position of Minimum Inductance</i>							
Slot 1, Coils A, B, and C      Resistance = 0738 ohms							
9	5.78	6.43	6.14	6.09	97	0010	34.3
11	6.68	6.07					
13	7.7	5.93					
Slot 1, Coils A and B      Slot 2, Coil B      Resistance = 0722 ohms							
13	5.26	4.04	4.12	4.05	96	000673	23.1
15	6.52	4.07					
17	7.23	4.26					
Slot 1, Coil B      Slot 2, Coil B      Slot 3, Coil B      Resistance = 0722 ohms							
13	4.4	3.38	3.38	3.30	96	000548	18.1
15	5.08	3.39					
17	5.72	3.36					

TABLE XLVIII —Continued

Amperes	Volts	Impedance	Mean Impedance	Reactance	Cycles per Second	Inductance in Henrys	C G S Lines per Ampere Turn and per Inch Length of Armature	
Four Coils of 6 Turns per Coil Position of Minimum Inductance								
Slot 1, Coils A, B, and C			Slot 2, Coil B		Resistance = 0976 ohms			
13	10 17	782	772	765	96	001272	21 6	
15	11 5	767						
17	13 08	769						
Slot 1, Coil A and B			Slot 2, Coils A and B		Resistance = 098 ohms			
8	6 02	752	743	736	96	001223	23 6	
9 5	6 97	732						
10 5	7 62	746						
Slot 1, Coils A and B			Slot 2, Coil B		Slot 3, Coil B		Resistance = 0984 ohms	
8 5	5 45	642	626	620	97	001020	19 7	
10	6 27	627						
12	7 30	608						
Slot 1, Coil B		Slot 2, Coil B		Slot 3, Coil B		Slot 4, Coil B		Resistance = 0984 ohms
10	5 25	525	511	501	97	000824	15 9	
13	6 65	512						
15	7 47	498						
One Coil of 6 Turns Position of Maximum Inductance								
Slot 1, Coil B			Resistance = 0232 ohms					
15	2 16	144	144	142	101	000224	69 2	
13	1 89	145						
10	1 42	142						
Two Coils of 6 Turns per Coil Position of Maximum Inductance								
Slot 1, Coils B and C			Resistance = 0469 ohms					
10	5 6	56	553	551	100	000877	67 7	
9	4 94	55						
8	4 4	55						
Slot 1, Coil B			Slot 2, Coil B		Resistance = 0479 ohms			
10	4 35	435	438	436	101	000687	53 0	
11	4 81	437						
12	5 32	443						
Three Coils of 6 Turns per Coil Position of Maximum Inductance								
Slot 1, Coils A, B, and C			Resistance = 0735 ohms					
15	19 2	1 28	1 28	1 28	102	0020	68 9	
14	18	1 28						
13	16 6	1 28						
Slot 1, Coils A and B			Slot 2, Coil B		Resistance = 0748 ohms			
9	9 6	1 07	1 07	1 07	101	00169	58 3	
10	10 7	1 07						
11	11 85	1 08						

## Experimental Tests of Inductance

TABLE XLVIII—*Continued*

Amps	Volts	Impedance	Mean Impedance	Reactance	Cycles per Second	Inductance in Henrys	C P T I of
Slot 1, Coil B    Slot 2, Coil B    Slot 3, Coil B    Resistance = 0739 ohm							
11	9 2	837	835	830	97	00136	
12	10	834					
13	10 85	835					
<i>Four Coils of 6 Turns per Coil    Position of Maximum Inductance</i>							
Slot 1, Coils A, B, and C    Slot 2, Coil B    Resistance = 0984 ohms							
12	23 3	1 94	1 94	1 94	103	0030	
13	25 3	1 95					
14	27 3	1 95					
Slot 1, Coils A and B    Slot 2, Coils A and B    Resistance = 0992 ohm							
12	22 4	1 87	1 85	1 85	101	00292	
13	24	1 85					
15	27 6	1 84					
Slot 1, Coils A and B    Slot 2, Coil B    Slot 3, Coil B    Resistance = 101 c							
13	20 7	1 59	1 57	1 57	101	00247	
15	23 6	1 57					
17	26 5	1 56					
Slot 1, Coil B    Slot 2, Coil B    Slot 3, Coil B    Slot 4, Coil B    Resistance = 0							
15	19 6	1 31	1 31	1 31	101	00206	
16	20 9	1 31					
17	22 2	1 31					

*Eighth Experiment*—These measurements related to an armature alternating current dynamo. The considerable number of slots, make the results instructive from the standpoint of commutator machines. First, the coils A A and B B of Fig. 159 were connected in series, and the inductance was measured at a periodicity of 100 in the position of minimum and maximum inductance, the positions shown in Fig. 159 being, of course, the position of maximum inductance.

The values deduced from the observations were —

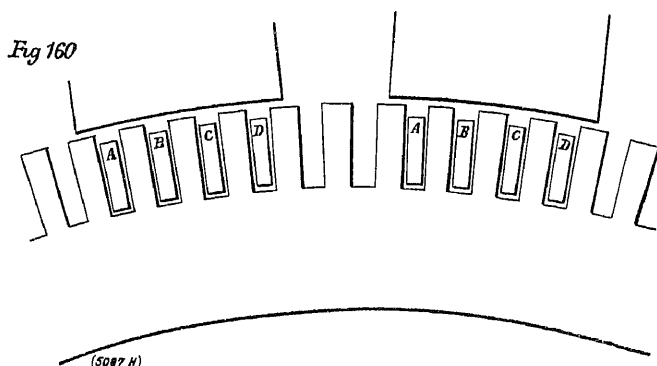
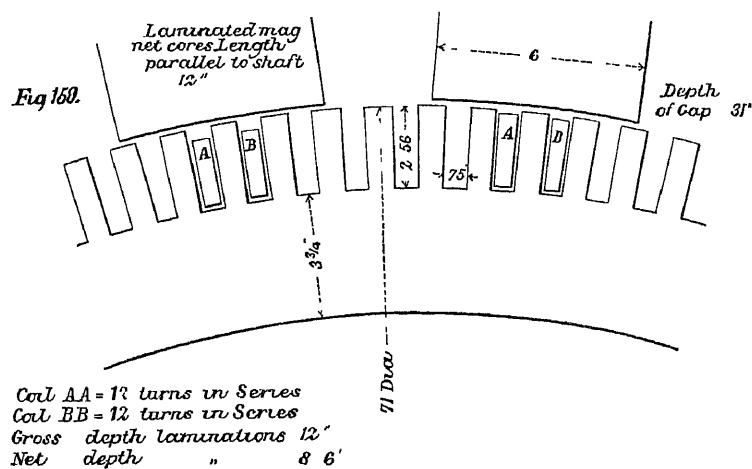
Position of minimum inductance	20 C G S lines per a and per inch gross armature laminations
„ maximum inductance	35 „ „

Then the turns in four adjacent slots were connected in series and then, as shown in Fig. 160, inductance was measured in the

## Electric Generators

minimum and maximum inductance The following results were  
 1 —

Position of minimum inductance	13 C G S lines per ampere turn and per inch gross length of armature lamination
„ maximum inductance	19 „ „ „

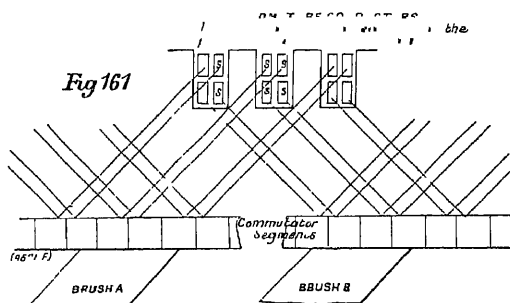


study of these tests indicates that in projection armatures, it is  
 able to so proportion the slots and conductors as to obtain as small a  
 20 C G S lines per ampere turn and per inch of gross length of  
 the lamination for the coils in the position of minimum inductance  
 the conditions conform approximately to any particular case  
 ing which more definite experimental data is available, this more  
 data should of course be employed  
 e experimental data in the possession of other designers relating to  
 es with which they are accustomed to deal, may lead them to the

use of numerical values for this constant other than those indicated by the preceding tests, but it will be at once admitted that the chief value of such data lies more in the relative results obtained for various machines, than in the absolute results. The method of applying the constant must be equally for all types, but doubtless the most suitable value to take for the constant will vary to some extent according to the degree of divergence between the types.

### ILLUSTRATIONS OF THE CALCULATION OF THE REACTANCE VOLTAGE

The determination of the inductance having so important a bearing upon the design, the method will be explained by working out several cases, and when in the following sections several complete working designs



are described, the value of the inductance as related to the general performance of the machine will be considered. All the following cases relate to drum windings.

*Case I*—In a four-pole continuous-current dynamo for 200 kilowatt output at 550 volts and a speed of 750 revolutions per minute, the armature is built with a four-circuit single-winding, arranged in 120 slots, with four conductors per slot. The commutator has a diameter of 20 in., and has 240 segments.

The brushes are 75 in. thick. The segments are 26 in. wide; consequently as there is one complete turn per segment, three complete turns is the maximum number undergoing short circuit at one brush at any instant.

Considering a group of adjoining conductors in the slots occupying the commutating zone between two pole tips, six of these conductors, occupying one and one-half slots will be short-circuited, three at one set of brush

and three at another, as shown diagrammatically in Fig. 161. Now the full-load current of this machine is  $\frac{200,000}{550} = 364$  amperes, the current per circuit being  $\frac{364}{4} = 91$  amperes. Consequently, while any one coil is short-circuited under the brush, the current of 91 amperes in one direction must be reduced to zero, and there must be built up in it a current of 91 amperes in the other direction by the time it emerges from the position of short circuit under the brush, to join the other side of the circuit. This change is at times occurring simultaneously in a group of six adjacent conductors.

A coil has an inductance of one henry when it is situated in a medium of such permeability, and is so dimensioned that a current of one ampere sets up a magnetic flux of such magnitude that the product of the number of lines linked with the coil by the number of turns in the coil is equal to 100,000,000. If the coil has but one turn, then its inductance becomes  $10^{-8}$  times the number of lines linked by the turn when one ampere is passing through it. In the case under consideration, the coil is of one turn, but the varying flux linked with it, and hence the voltage induced in it is proportional not only to the rate of change of its own current, but to the rate of change of the currents in the adjacent turns simultaneously undergoing commutation at different sets of brushes, and at different points of the surface of the same brushes. In this case five other turns are concerned in determining this varying flux, hence the voltage induced will be six times as great as if the coil had alone been undergoing commutation at the moment. It will not be the *square* of six times as great, since it is the voltage in the one turn that it is required to determine.

Had the six turns *in series* belonged to the one coil undergoing commutation, then the induced voltage would have been the *square* of six times as great as for a one-turn coil.

Gross length of lamination = 10 in

Flux set up in one turn, per ampere in that turn and per inch of length of armature lamination = 20 C G S lines

Hence flux of self-inductance =  $10 \times 20 = 200$  lines

Self-inductance =  $200 \times 10^{-8} = 0.000020$  henrys

Mutual inductance of one turn with relation to the six turns simultaneously undergoing commutation =  $6 \times 0.000020 = 0.00012$  henrys

Circumference of commutator =  $20 \times \pi = 62.8$  in

Revolutions per second =  $750 \div 60 = 12.5$

Peripheral speed of commutator =  $62.8 \times 12.5 = 785$  in. per second

Thickness of radial carbon brush = .75 in.

Current is completely reversed in  $\frac{.75}{785} = .00095$  seconds, which is the time of completion of a half cycle. Consequently, the reversal occurs at an average rate of  $\frac{1}{2 \times .00095} = 530$  cycles per second.

We are now prepared to obtain the reactance of the turn, and shall for want of a better, make the—in this case—very unwarranted assumption of a sine wave rate of variation.

Reactance =  $2 \times \pi \times 530 \times .00012 = .040$  ohms

Reactance voltage =  $91 \times .040 = 3.6$  volts

This is the voltage estimated to be induced in the turn during the process of commutation. In each of the other five turns independently undergoing commutation under other sets of brushes, and under other parts of the bearing surface of the same set of brushes, there is also an induced voltage of 3.5 volts.

In this design, the factors most concerned in the process of commutation are the following:

Reactance voltage of short-circuited coil	3.6 volts
Inductance per commutator segment	.00012 henrys
Armature ampere turns per pole-piece	5500 ampere turns
Current per armature circuit	91 amperes
Average voltage per commutator segment	9.2 volts

*Case II*—A six-pole continuous-current dynamo has a rated output of 200 kilowatts at 600 revolutions per minute and 500 volts.

The armature has a six-circuit winding, arranged in 126 slots with eight conductors per slot. The commutator has 252 segments. There are two turns in series per segment. The diameter of the commutator is 20 in. and the width of a segment is 2.4 in. The thickness of the radial bearing carbon brushes is .63 in., consequently the maximum number of coils short-circuited at any time at one set of brushes is three. Hence  $3 \times 2 \times 2 = 12$  conductors grouped together in the neutral zone between two pole tips, and occupying one and one-half slots, are simultaneously undergoing commutation, that is, six conductors at one set of brushes and the other six at the next set.

Gross length of lamination = 9 in.



Flux set up in 12 turns by 1 ampere in those turns, and with 9 in length of armature lamination  $= 12 \times 20 \times 9 = 2160$  C G S lines  
 Mutual inductance of one coil (two turns) with relation to the six coils simultaneously undergoing commutation  $= 2160 \times 10^{-8} \times 2 = 0000432$  henrys

Circumference of commutator  $= 62.8$  in

Revolutions per second  $= 600 - 60 = 10$

Peripheral speed commutator  $= 62.8 \times 10 = 628$  in per second

Thickness of radial bearing carbon brush  $= .63$  in

Current completely reversed in  $\frac{.63}{628} = 0010$  seconds

Average rate of reversal  $= \frac{1}{2 \times 0010} = 500$  cycles per second

Reactance  $= 2 \times \pi \times 500 \times 0000432 = 136$  ohms

Amperes per armature circuit  $= \frac{200,000}{500 \times 6} = 66.7$  amperes

Reactance voltage  $= 66.7 \times 136 = 91$  volts

(This, of course, is an undesuably high figure, and would only be permissible in connection with especially good constants in other respects.)

Reactance voltage of short-circuited coil	91 volts
Inductance per commutator segment	0000432 henrys
Armature ampere turns per pole-piece	5600 ampere turns
Current per armature circuit	67 amperes
Average voltage per commutator segment	12 volts

*Case III*—A 10-pole lightning generator has a rated output of 300 kilowatts at 125 volts and 100 revolutions per minute. It has a 10-circuit, single-winding, arranged, four conductors per slot, in 180 slots. The commutator has 360 segments, one segment per turn. Diameter of commutator is 52 in., and the width of a segment is .45 in.

The thickness of the radial bearing carbon brushes is 1 in., and the maximum number of coils short-circuited at any time at one set of brushes is three. Hence six conductors, grouped together at the neutral zone between any two pole tips, are concerned simultaneously in the commutating process.

Gross length of lamination  $= 17.6$  in

Flux set up in six turns by one ampere in each of them, and with 17.6 in length of armature lamination  $= 6 \times 20 \times 17.6 = 2,110$  C G S lines

Mutual inductance of one coil of one turn, with relation to the six coils simultaneously undergoing commutation  $= 2,110 \times 10^{-8} \times 1 = 0.000211$  henrys

Circumference of commutator  $= 52 \times \pi = 164$  in

Revolutions per second  $= 100 - 60 = 1.67$  revolutions

Peripheral speed commutator  $= 164 \times 1.67 = 274$  in per second

Thickness of radial bearing carbon brush  $= 1$  in

Current completely reversed in  $\frac{1}{274} = 0.00365$  seconds

Average rate of reversal  $= \frac{1}{2 \times 0.00365} = 137$  cycles per second

Reactance  $= 2 \times \pi \times 137 \times 0.000211 = 0.18$  ohms

Rated full load current output  $= \frac{300,000}{125} = 2400$  amperes

Current per armature conductor  $= \frac{2400}{10} = 240$  amperes

Reactance voltage  $= 240 \times 0.18 = 43$  volts

Reactance voltage of short circuited coil

43 volts

Inductance per commutator segment

0.00021 henrys

Armature ampere turns per pole-piece

8600 ampere turns

Current per armature circuit

240 amperes

Average voltage per commutator segment

3.5 volts

## MODERN CONSTANT POTENTIAL COMMUTATING DYNAMOS

*Direct-Connected, 12-Pole, 1,500-Kilowatt, 600-Volt Railway Generator*  
*Speed = 75 Revolutions per Minute*—This machine is remarkable in that, at the time it was designed no commutating dynamo of more than a fraction of its capacity had been constructed. Owing to the great weight of the various parts, and the short time in which the machine had to be constructed, it was assembled and tested for the first time at the Columbian Exposition.

It was found that the machine complied with the specification in all particulars as to heating, and that sparking did not occur between the limits of no load and 50 per cent overload. Mention is made of this, since this was the first of the modern traction generators developed in the United States, and the constants of this machine, which were novel at that time, have since become common in the best practice in designing. Perhaps the most remarkable feature of this machine is the range of load at which sparkless commutation occurs, and the great magnetic strength of the armature as compared with that of the field-magnets. This result

was accomplished, first, by comparatively low inductance of the armature coils, secondly, high magnetisation in the armature projections, which to some extent keeps down distortion of the magnetic field, and, thirdly, by the over-compounding of the machines to suit railway practice that is, no load volts of 550 and full load volts of 600. The increase of magnetisation corresponding to this increase of voltage is a condition favourable to sparkless commutation, and it will be noted from the particulars given of the machine, that the magnetising force of the series coil at full load is approximately equal to that of the shunt coil at no load.

Drawings are given, Figs 162 to 166, showing the construction, and in Figs 167 and 168 are given saturation and compounding curves for this machine. The following specification sets forth the constants of the machine and the steps in the calculations.

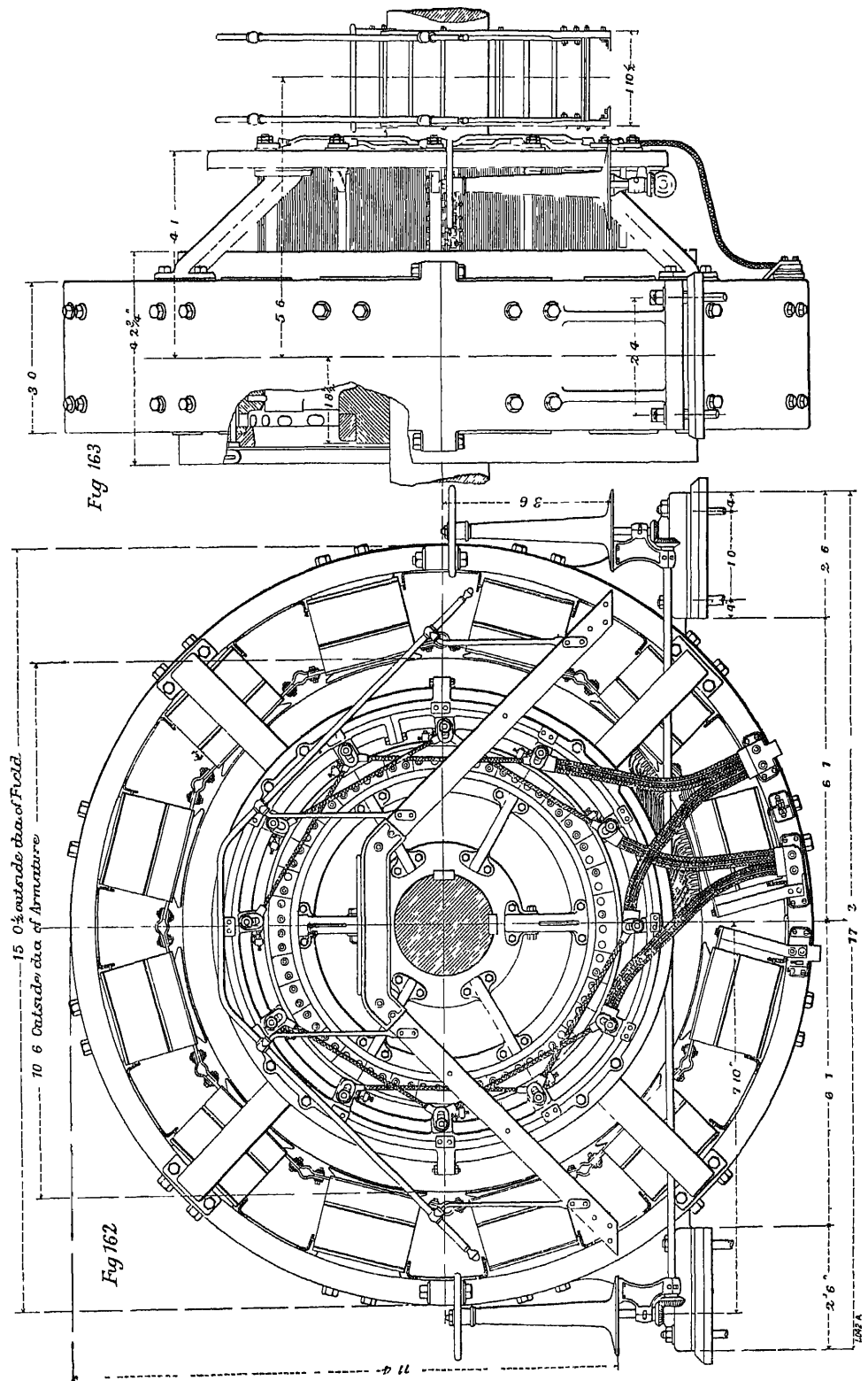
SPECIFICATION OF 12-POLE, 1,500-KILOWATT, 600-VOLT GENERATOR, FOR SPEED OF  
75 REVOLUTIONS PER MINUTE

Number of poles	12
Kilowatts	1500
Revolutions per minute	75
Frequency in cycles per second	7.5
Terminal volts, no load	550
"    "    full load	600
Ampères, full load	2500

DIMENSIONS

*Armature*

Diameter over all	126 in
Length over conductors	48 $\frac{1}{4}$ "
Diameter at bottom of slots	121 $\frac{1}{4}$ "
Internal diameter of core	103 $\frac{3}{4}$ "
Length of core over all	33 $\frac{1}{4}$ "
Effective length, magnetic non	26.8
Pitch at surface	33 in
Insulation between sheets	10 per cent
Thickness of sheets	0.11 in
Depth of slot	2 $\frac{1}{8}$ "
Width of slot at root	1 $\frac{1}{16}$ "
"    "    surface	$\frac{1}{4}$ "
Number of slots	318
Minimum width of tooth	4.12 in
Width of tooth at armature face	7.63 "
"    conductor	3.2 "
Depth of      "	3 $\frac{3}{4}$ "



Number of ventilating ducts	8
Width of each ventilating duct	$\frac{1}{2}$ in
Effective length of core — total length	795

*Magnet Core*

Length of pole face	$33\frac{1}{4}$ in
Length of pole arc	$21\frac{1}{4}$ „
Pole arc — pitch	73
Thickness of pole-piece at edge of core	$1\frac{9}{16}$ in
Radial length of magnet core	18 „
Width of magnet core	14 „
Thickness of magnet core	30 „
Diameter of bore of field	$126\frac{7}{8}$ „
Depth of air gap	$\frac{7}{16}$ „

*Spool*

Length over flanges	$17\frac{7}{8}$ in
„ of winding space	$16\frac{7}{8}$ „
Depth „ „	$3\frac{7}{8}$ „

*Yoke*

Outside diameter	$190\frac{1}{2}$ in and $180\frac{1}{2}$ in
Inside „	168 in
Thickness, body	$6\frac{1}{4}$ „
Length along armature	36 „

*Commutator*

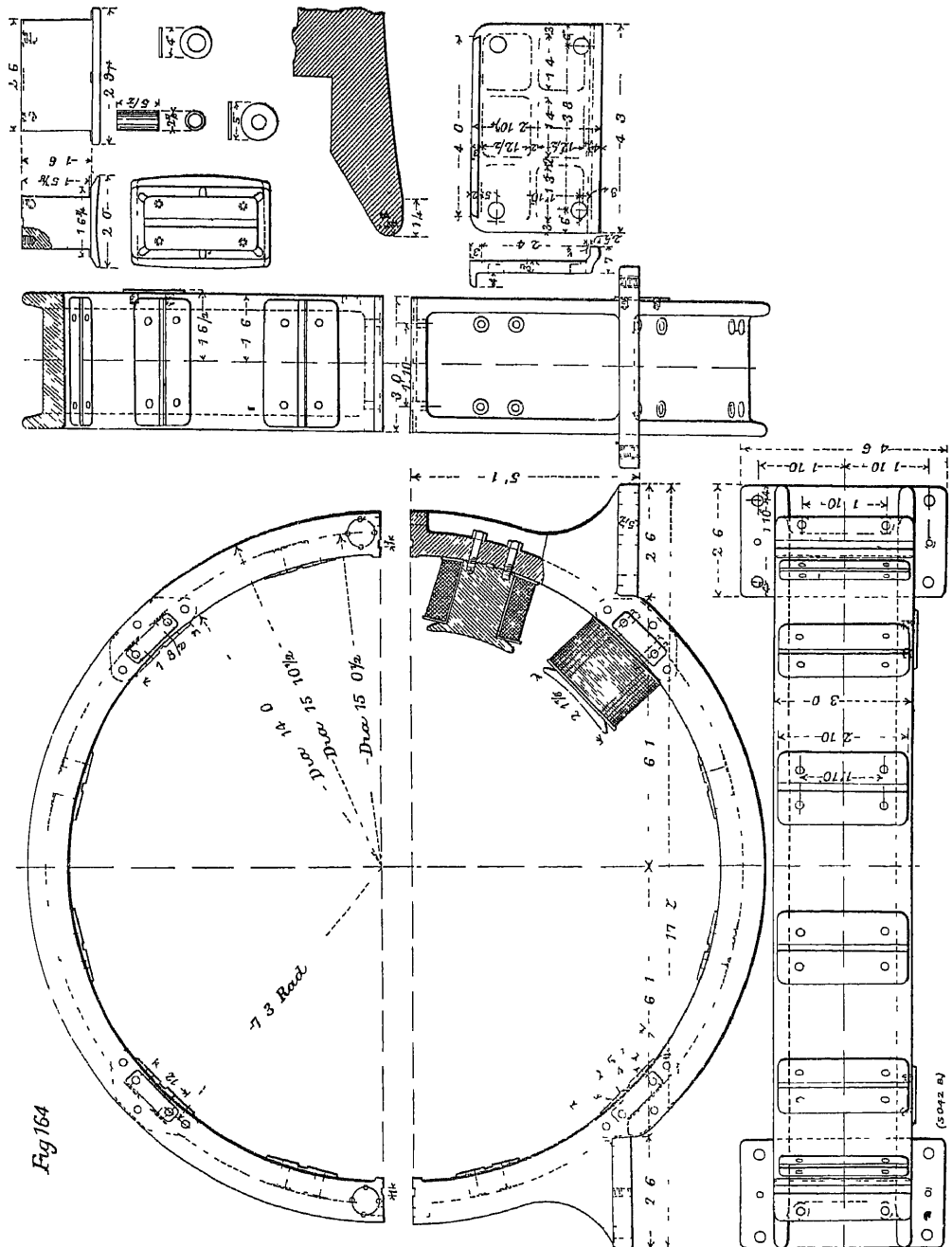
Diameter	$86\frac{1}{2}$ „
Number of segments	696
„ „ per slot	2
Width of segment at commutator face	312 in
„ „ root	313 „
Depth of segment	3 „
Thickness of mica insulation	05 „
Available length of surface of segment	$19\frac{1}{2}$ „
Cross-section of commutator leads	130 square inches

*Brushes*

Number of sets	12
Number in one set	6
Width	25
Thickness	75
Area of contact of one brush	1875
Type of brush	Radial carbon

## MATERIALS

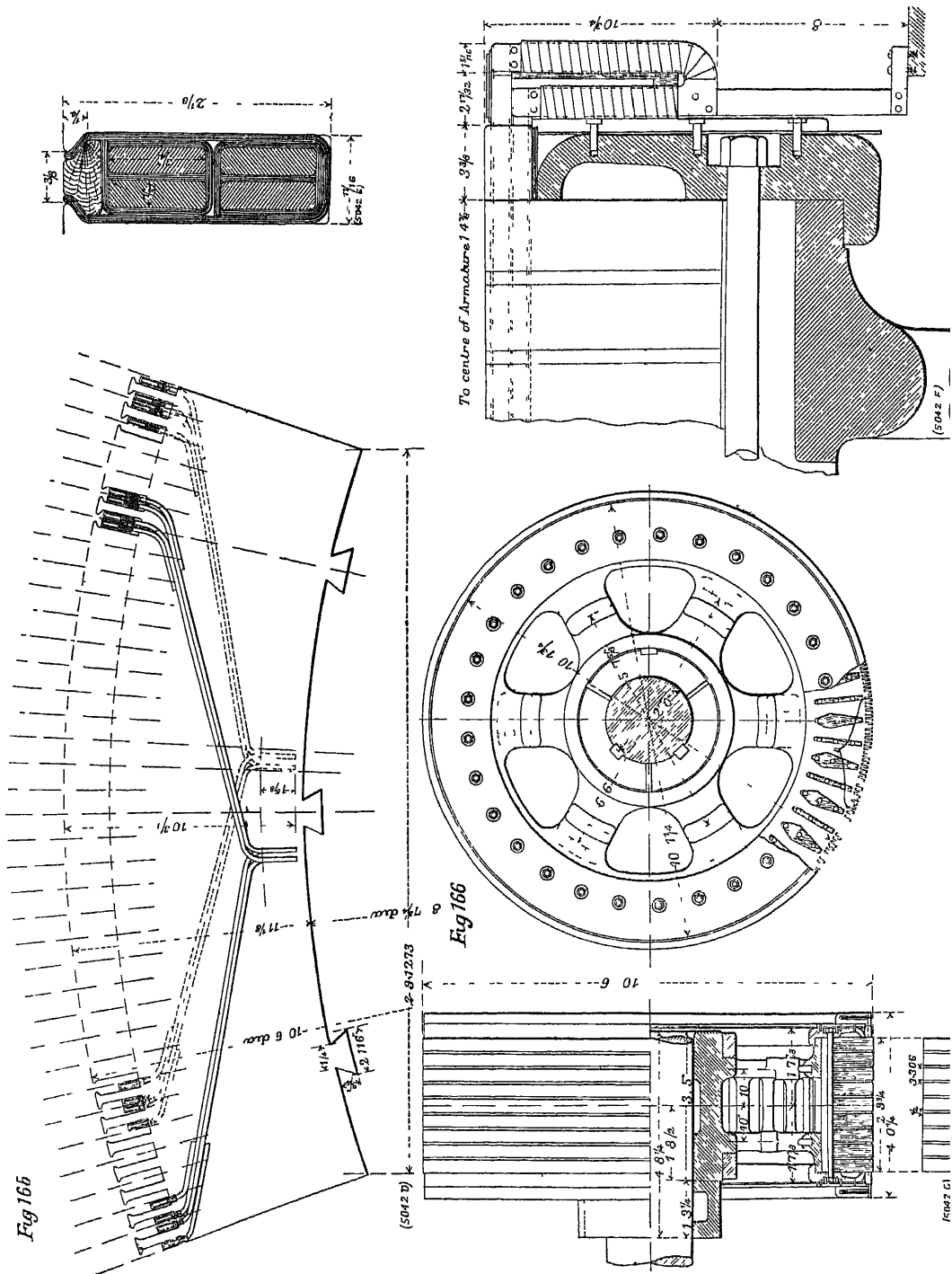
Armature core	Sheet non
„ spider	Cast non
Conductors	Copper



Commutator segments	Copper
„ leads	German silver
Spider	Cast iron
Pole piece	Cast steel
Yoke	„
Magnet core	„
Brushes	Carbon

## TECHNICAL DATA

Armature, no load voltage	550
Number of face conductors	1392
Conductors per slot	4
Number of circuits	12
Style of winding	Single
Gramme ring or drum	Drum
Type construction of winding	Evolute end connections
Mean length one armature turn	176 in
Total armature turns	696
Turns in series between brushes	58
Length between brushes	10,200 in
Cross-section, one armature conductor	161
Ohms per cubic inch at 20 deg cent	00000068 ohms
Resistance between brushes at 20 deg Cent	0.43 „
„ „ 60 „	0.50 „
Volts drop in armature at 60 deg Cent	10.3
„ brush contact	2.5
„ series winding	1.9
Terminal voltage, full load	600
Total internal voltage, full load	620
Amperes per square inch in armature winding	1290
„ „ commutator connections	1200
<i>Commutation</i>	
Average voltage between commutator segments	10.3
Armature turns per pole	58
Amperes per turn	208
Armature ampere turns per pole	12,100
Segments lead of brushes	6 $\frac{1}{4}$
Percentage lead of brushes	10.8
„ demagnetizing ampere turns	21.6
„ distorting ampere turns	78.4
Demagnetizing ampere turns per pole	2610
Distorting „ „	9490
Frequency of commutation (cycles per second)	227
Number of coils simultaneously short-circuited per brush	2
Turns per coil	1
Number of conductors per group simultaneously undergoing commutation	1





Flux per ampere turn per inch length armature lamination	20 (assumed)
Flux linked with four turns = $36.7 \times 20 \times 4$	2700
Inductance in one turn constituting one coil, in henrys = $1 \times 2700 \times 10^{-8}$	000027
Reactance short-circuited turn	0385 ohms
Reactance voltage = $0385 \times 208$	80 volts

In operating these machines, the brushes are set at a constant lead of  $6\frac{1}{4}$  segments for all loads, and the output may temporarily exceed the full load rated output by 50 per cent

#### MAGNETIC DATA

Coefficient of magnetic leakage	1.15
Megalines entering armature per pole-piece at no load and 550 volts	31.6
Megalines entering armature per pole-piece at full load and 620 inter volts	35.6
<i>Armature</i>	
Section	241 square inches
Length (magnetic)	19 in
Density at no load	66 kilols
„ at full load	74 „
Ampere turns per inch length no load	15
„ „ full load	18
Ampere turns, no load	290
„ full load	340
<i>Teeth</i>	
Transmitting flux from one pole-piece	24
Section at roots	264 square inches
Length	2.125 in
Apparent density at no load	120 kilols
„ „ full load	135 „
Corrected density at no load	116 „
„ „ full load	126 „
Ampere turns per inch length, no load	1800
„ „ full load	1400
Ampere turns no load	1700
„ full load	3000
<i>Gap</i>	
Section at pole face	820 square inches
Length gap	43 in
Density at pole face, no load	39 kilols
„ „ full load	44 „
Ampere turns, no load	5300
„ full load	6000

*Magnet Core*

Section	420 square inches
Length (magnetic)	20 in
Density, no load	87 kilols
„ full load	98 „
Ampere turns per inch length, no load	67
„ „ full load	160
Ampere turns, no load	1350
„ full load	3200

*Magnet Yoke*

Section	225 square inches
Length per pole	27 in
Density, no load	81 kilols
„ full load	91 „
Ampere turns per inch length, no load	49
„ „ full load	110
Ampere turns, no load	1320
„ full load	3000

AMPERE TURNS PER SPOOL

	No Load and 550 Volts	No Load and 600 Internal Volts
Armature core	290	340
„ teeth	1700	3000
Air gap	5300	6000
Magnet core	1350	3200
Yoke	1320	3000
	<hr/>	<hr/>
	9960	15,540
Demagnetising ampere turns per pole-piece at full load		2600
Allowance for increase in density through distortion		1000
Total ampere turns at full load of 2500 amperes and 600 terminal volts		19,140

If the field rheostat is so adjusted that the shunt winding shall supply the 9,960 ampere turns necessary for the 550 volts at no load, then, when the terminal voltage has risen to 600 volts at full load, the shunt winding will be supplying  $\frac{600}{550} \times 9,960 = 10,840$  ampere turns. The series winding must, at full load, supply the remaining excitation, i.e.,  $19,140 - 10,840 = 8,300$  ampere turns. The armature has 1,392 face conductors, hence the armature strength expressed in ampere turns per pole-piece is, at full load current of 2,500 amperes (208 amperes per circuit)

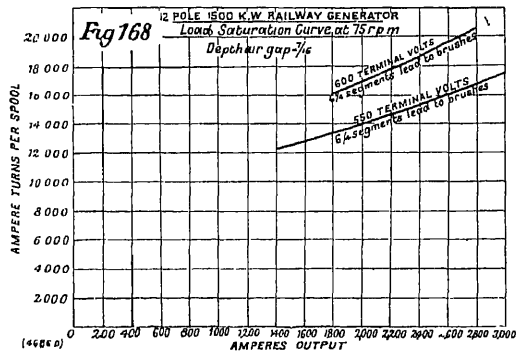
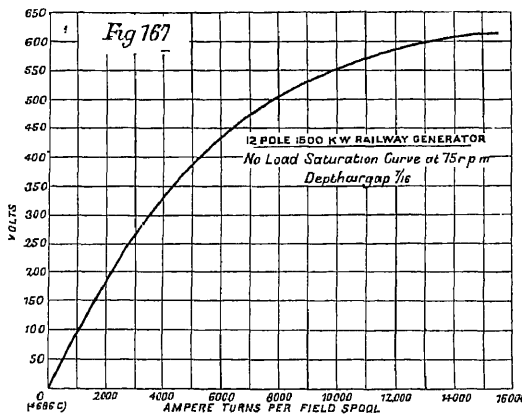
$$\frac{1392}{2 \times 12} \times 208 = 12,100 \text{ ampere turns per pole-piece, on armature}$$

## CALCULATION OF SPOOL WINDINGS

*Shunt*

Mean length of one shunt turn	8.5 ft
Ampere turns per shunt spool at full load	10,840
Ampere feet	92,000
Radiating surface one shunt spool	1130 square inches
Permit 36 watts per square inch at 20 deg Cent	
Then shunt watts per spool at 20 deg Cent	405
And " " 60 "	468
Pounds copper per coil = $\frac{31 \times 92^2}{405}$	= 650 lb

A margin of 16.6 per cent in the shunt rheostat when coils are hot leaves 83 per cent of the available 600 volts, or 500 volts, at the terminals



of field spools. This is equivalent to 432 volts, or 36 volts per spool, when spools have a temperature of 20 deg Cent

Hence require  $\frac{105}{36} = 11.3$  amperes in shunt coils

Turns per shunt spool =  $\frac{10,800}{11.3}$  960

Length of 960 turns 8150 ft

Pounds per 1000 feet 79.8

No. 6 B and S gauge weighs 79.5 lb per 1000 feet

Bore diameter = 162 in D C C D = 174 in

Cross section = 0.206 square inch

Current density = 546 amperes per square inch

Length of the portion of winding space available for shunt coil = 9.0 inches

Depth of winding, 3.9 inches

*Series Winding*—The series winding is required to supply 8,300 ampere turns at full load. With 4.5 turns per spool, the full load current

will give  $2,500 \times 4.5 = 11,250$  ampere turns. Consequently, 650 amperes must be diverted through the diverter rheostat, leaving 1,850 amperes in the series winding, giving 8,300 ampere turns.

The 4.5 turns consist of ten bands in parallel, each 7 in wide by  $\frac{1}{16}$  in thick.

Cross section conductors	4 375 square inches
Current density	424 amperes per sq in
Resistance of 12 spools at 20 deg Cent	000855 ohms
Series C <sup>2</sup> R at 20 deg Cent per spool	244 watts
"      " 60      "      "	282 "
Weight series copper per spool	650 lb

#### ESTIMATED CORE LOSS

Total weight armature laminations	26,000 lb
Cycles per second	7.5
Kilolines density in core	74
Cycles $\times$ Density	56
<u>      1000      </u>	
Corresponding watt core loss per pound	9
Total estimated core loss	23,400 watts

#### THERMAL CALCULATIONS

##### *Armature*

C <sup>2</sup> R loss at 60 deg Cent	25,850 watts
Core loss (estimated value)	23,400 "
Total armature loss	49,250 "
Peripheral radiating surface armature	19,100 square inches
Watts per square inch radiating surface armature	2.6 watts
Peripheral speed armature, feet per minute	2480
Rise in temperature at 15 deg Cent, rise per watt per square inch	39 deg Cent

##### *Spool*

Total C <sup>2</sup> R loss at 60 deg Cent, per spool	750 watts
Peripheral radiating surface one spool	2080 square inches
Watts per square inch of radiating surface, warm	41 watts
At 80 deg Cent rise per watt per square inch, rise in temperature of field spool is	33 deg Cent

##### *Commutator*

Area bearing surface all positive brushes	67.5 square inches
Amperes per square inch of brush bearing surface	37 amperes
Ohms per square inch bearing surface of carbon brushes	0.3 ohm
Brush resistance, positive + negative	00089 ohm
Volts drop at brush contacts	2.22 volts
C <sup>2</sup> R at brush contacts	5550 watts
Brush pressure	1.25 lb

Coefficient of friction	3
Peripheral speed of commutator in feet per minute	1700
Brush friction	1040 watts
Stray power lost in commutator	750 "
Total commutator loss	7310 "
Radiating surface commutator	5100 square inches
Watts per square inch of radiating surface	1.36 watts
Rise in temperature at 20 deg Cent rise per watt per square inch	27 deg Cent

## EFFICIENCY CALCULATIONS

	Watts
Output at full load	1,500,000
Core loss (estimated)	23,100
C <sup>2</sup> R armature at 60 deg Cent	25,850
Commutator and brush loss	5,550
Shunt spools C <sup>2</sup> R at 60 deg Cent	5,650
„ rheostat „ „	1,130
Series spools — C <sup>2</sup> R at 60 deg Cent	3,380
„ rheostat „ „	1,190

Total input	1,566,150
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Commercial efficiency at full load and 60 deg Cent = 95.7 per cent

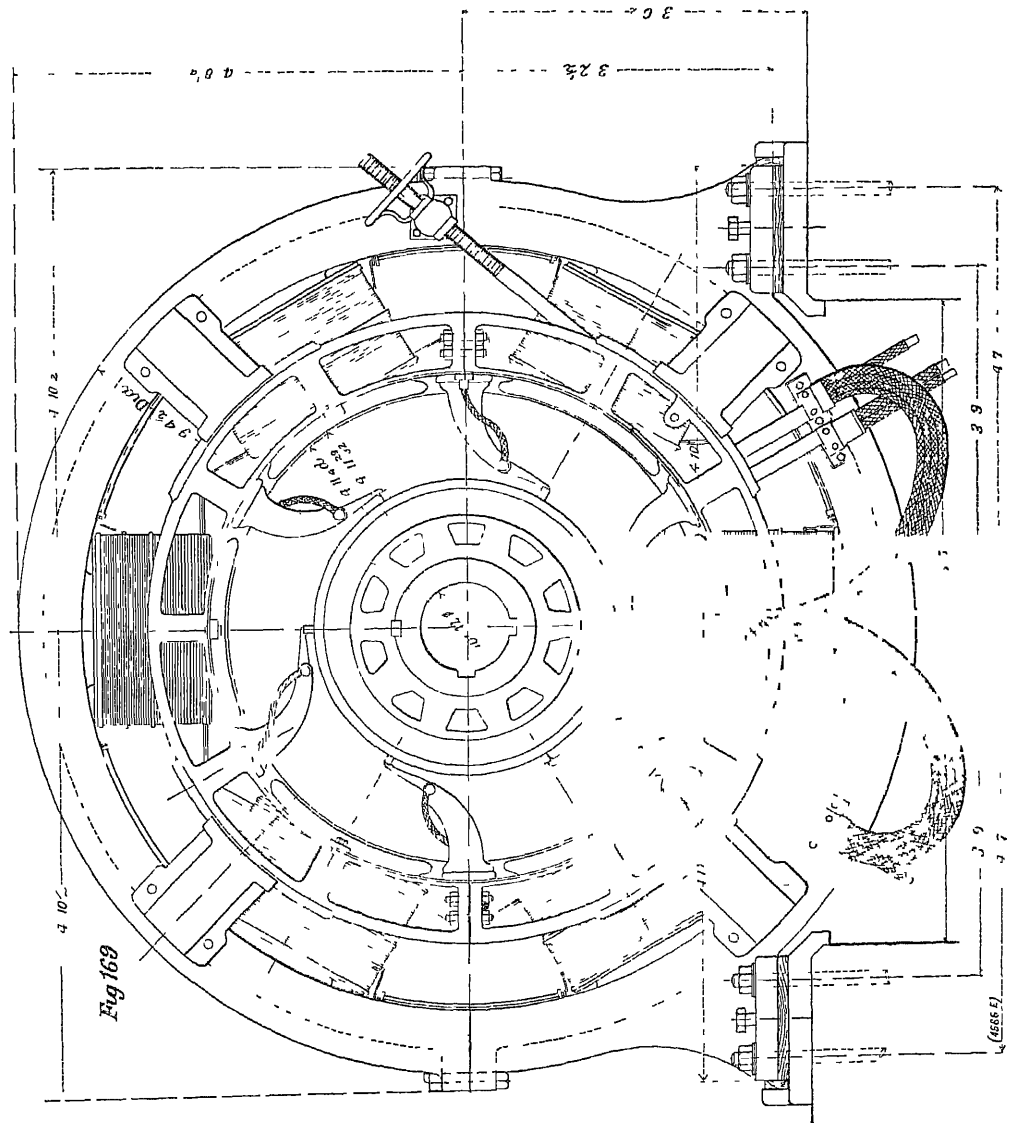
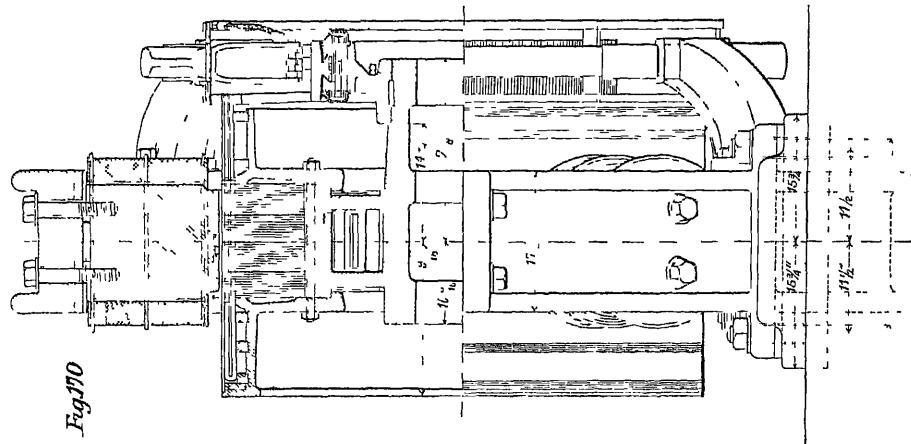
## WEIGHTS (POUNDS)

<i>Armature</i>	
Magnetic core	21,000
Teeth	2,120
Copper	6,360
Commutator, segments	3,100
Twelve magnet cores and pole-pieces	30,000
Yoke	35,000
Twelve shunt coils	7,800
„ series coils	7,800
Total spool copper	15,600

## 6-POLE 200-KILOWATT RAILWAY GENERATOR

Figs 169 to 183 relate to a six pole railway generator for an output of 200 kilowatts (500 volts and 400 amperes) at a speed of 135 revolutions per minute. The constants of this machine are set forth in the following specification, which also exhibits the steps in the calculation.

Number of poles	6
Kilowatts	200
Revolutions per minute	135
Frequency in cycles per second	6.75
Terminal volts	500
Amperes	100



## DIMENSIONS

*Armature*

Diameter over all	59 $\frac{1}{2}$ in
Length over conductors	36 $\frac{1}{2}$ "
Diameter at bottom of slots	56 "
Internal diameter of core	38 $\frac{1}{2}$ "
Length of core over all	14 $\frac{1}{2}$ "
Effective length, magnetic iron	9.9 "
Pitch at surface	31.1 "
Insulation between sheets	10 per cent
Thickness of sheets	.025 in
Depth of slot	1 $\frac{5}{8}$ "
Width of slot at root	.416 "
"      at surface	.416 "
Number of slots	220
Minimum width of tooth	.381 in
Width of tooth at armature face	.129 "
"      conductor	.057 "
Depth of conductor	.658 "
Number of ventilating ducts	5
Width of each ventilating duct	$\frac{7}{16}$ in and $\frac{3}{8}$ in
Efficient length of core — total length	70

*Magnet Core*

Length of pole face	13 in
Length of pole arc	23.1 "
Pole arc — pitch	7.1
Thickness of pole-piece at edge of core	1 $\frac{9}{16}$ in
Radial length magnet core	15 $\frac{1}{2}$ "
Diameter of magnet core	14 $\frac{1}{2}$ "
Bore of field (diameter)	59.9 "
Depth of air gap	.33 "

*Spool*

Length over flanges	15 $\frac{1}{2}$ "
Length of winding space	14 $\frac{1}{4}$ "
Depth of winding space	2 $\frac{1}{2}$ "

*Yoke*

Outside diameter	112 $\frac{1}{2}$ in and 106 $\frac{1}{2}$ in
Inside diameter	96 $\frac{1}{2}$ in
Thickness	8 in and 5 in
Length along armature	17 $\frac{1}{2}$ in

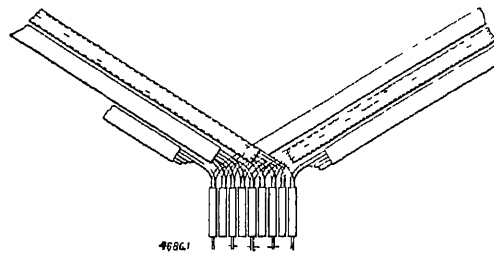
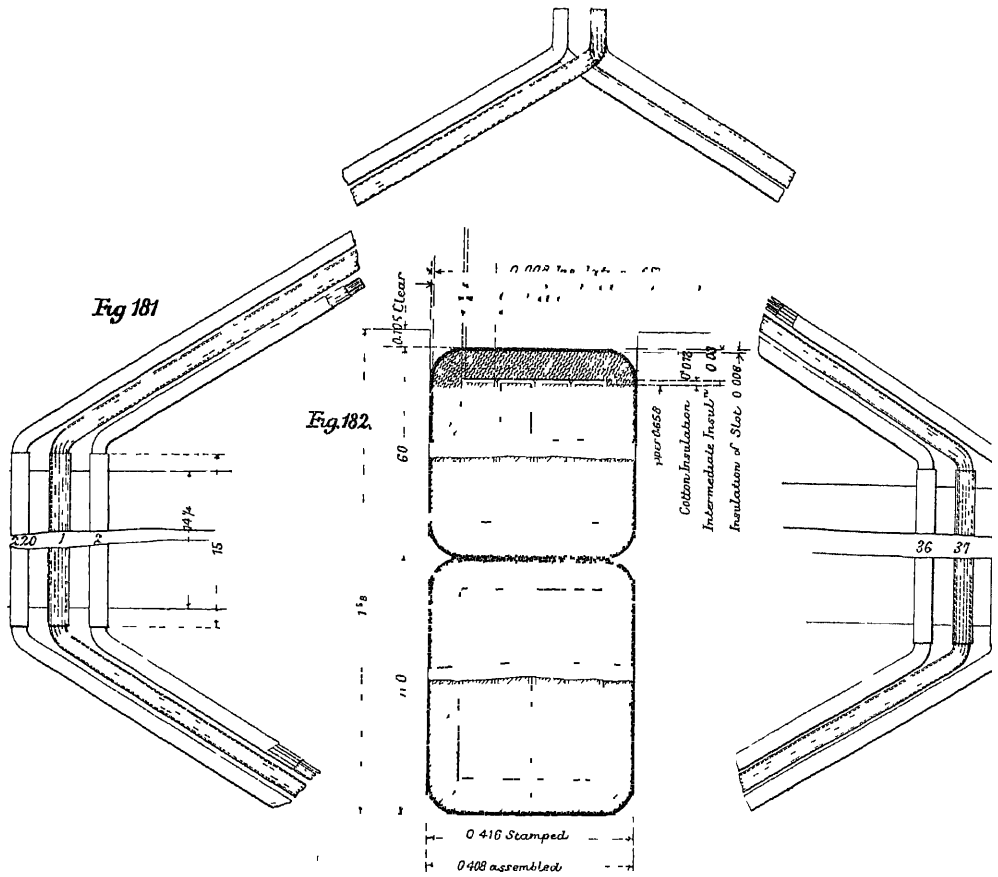
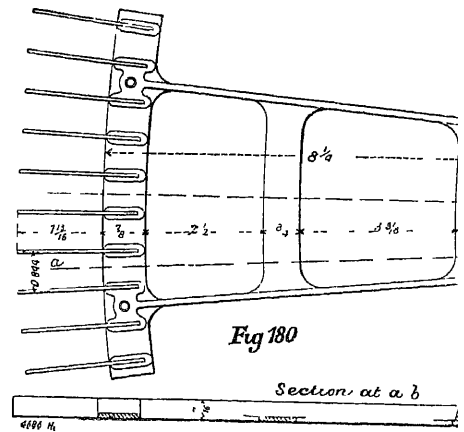
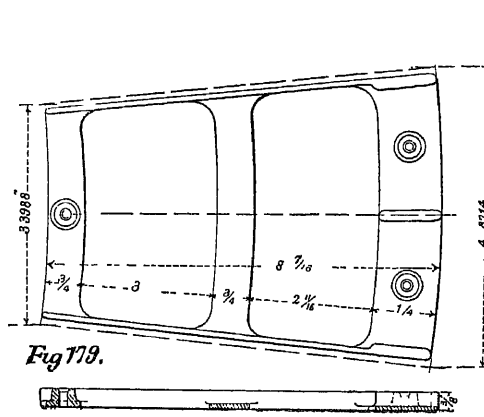
*Commutator*

Diameter	39 "
Number of segments	410
"      segments per slot	2
Width of segment at commutator face	210 in
"      segment at root	210 "



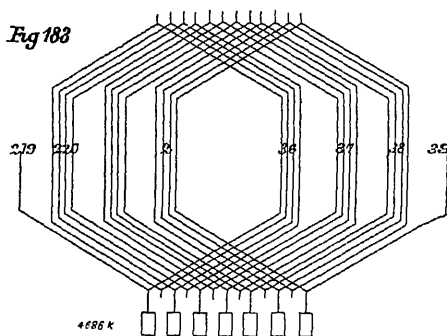






## TECHNICAL DATA

Armature, no load voltage	500
Number face conductors	1760
Conductors per slot	8
Number circuits	6
Style winding	Single
Gramme ring or drum	Drum
Type construction of winding	Barrel-wound
Mean length, one armature turn	107 in
Total armature turns	880
Turns in series between brushes	147
Length between brushes	15,700 in
Cross-section, one armature conductor	0375 square inches



Ohms per cubic inch at 20 deg Cent	00000068
Resistance between brushes at 20 deg Cent	048 ohms
"      "      60 "      "	055 "
Volts drop in armature at 60 deg Cent	22 volts
"      in brushes and contacts	3 "
Total internal voltage, full load	525 "
Amperes per square inch in armature winding	1780
"      "      commutator connection	6670

*Commutation*

Average voltage between commutator segments	68
Armature turns per pole	147
Amperes per turn	667
Armature ampere turns per pole	9800
Segments lead of brushes	7
Percentage lead of brushes	96
"      demagnetising ampere turns	192
"      distorting ampere turns	808
Demagnetising ampere turns per pole	1880
Distorting ampere turns per pole	7920

## *Two-Hundred Kilowatt Railway Generator*

Frequency of commutation (cycles per second)	275
Number of coils simultaneously short-circuited per brush	3
Turns per coil	2
Number of conductors per group simultaneously undergoing commutation	12
Flux per ampere turn per inch length armature lamination	20 (assumed)
„ linked with 12 turns with one ampere in those turns = 14 25 × 20 × 12	3420 lines
Inductance of two turns constituting one coil = 2 × 3420 × 10 <sup>-8</sup>	= 000068 henr
Reactance short circuited coil	= 118 ohms
„ voltage short-circuited coil	= 7 85 volts

The amount and distribution of the magnetomotive force may roughly estimated as follows

Megalines entering armature per pole-piece, no load	12 6
„ „ „ full load	13 3
Coefficient of magnetic leakage	1 15
Megalines in magnet frame, per pole-piece, no load	14 5
„ „ „ full load	15 3
<i>Armature</i>	
Section	174 square inc
Length, magnetic	15 in
Density, no load	72 kilolines
„ full load	76 „
Ampere turns per inch length, no load	22
„ „ full load	26
„ no load	330
„ full load	390
<i>Teeth</i>	
Transmitting flux from one pole piece	29
Section at roots	110 square incl
Length	1 6 in
Apparent density, no load	115 kilolines
„ „ full load	121 „
Corrected density, no load	113 „
„ „ full load	118 „
Ampere turns per inch length, no load	350
„ „ full load	500
„ no load	560
„ full load	800
<i>Gap</i>	
Section at pole face	300 square incl
Length gap	33 in
Density at pole face, no load	42 kilolines
„ „ full load	45 „
Ampere turns, no load	4500
„ full load	4800

## Electric Generators

### Magnet Core

Section	159 square inches
Length (magnetic)	16 1/2 in
Density, no load	91 kilolines
„ full load	96 „
Ampere turns per inch length, no load	80
„ „ full load	100
„ no load	1320
„ full load	1640

### Magnet Yoke

Section	220 square inches
Length per pole	27 „
Density, no load	66 kilolines
„ full load	70 „
Ampere turns per inch length, no load	34
„ „ full load	40
„ no load	920
„ full load	1080

### AMPERE TURNS PER SPOOL

	No Load and 500 Volts	No Load and 525 Internal Volts, Corresponding to a Full Load Terminal Voltage of 500
Armature core	330	390
„ teeth	560	800
Gap	4500	4800
Magnet core	1320	1640
„ yoke	920	1080
	<hr/> 7630	<hr/> 8710
Demagnetising ampere turns per pole, at full load		1880
Allowance for increase in density through distortion		<hr/> 400
Total ampere turns at full load and 500 terminal volts		10,990

### CALCULATION OF SPOOL WINDINGS

#### Unit

Mean length one shunt turn = 50 in = 4 1/6 ft  
 Ampere turns per spool = 7630  
 „ feet = 7630 × 4 25/100 = 31,800  
 Radiating surface one field spool = 870 square inches  
 Permit 35 watts per square inch at 20 deg Cent  
 35 × 870 = 305 watts per spool

Shunt watts per spool  $\frac{7,630}{10,990} \times 305 = 212$  watts

„ copper per spool =

$$\frac{31 \times \left( \frac{\text{ampere feet}}{1000} \right)^2}{\text{watts}} = \frac{31 \times 1010}{212} = 148 \text{ lb}$$

Of the 500 volts available for excitation, should plan to make use of 90 per cent, or 450 volts at 60 deg Cent, or 390 volts at 20 deg Cent. This is  $\frac{390}{6} = 65$  volts per spool at 20 deg Cent Hence

$$212 - 65 = 325 \text{ amperes}$$

Consequently turns per shunt spool =  $\frac{7630}{325} = 2350$  turns

Length of 2350 turns =  $2350 \times 416 = 9800$  ft

Pounds per 1000 ft = 15.2 No 13 B and S has 15.7 lb per 1000 ft, and has a diameter of .072 in bare, and .082 in double cotton covered

This should be wound in 14 layers of 168 turns each Cross-section No 13 = .00407 square inch

Hence current density in shunt winding = 800 amperes per square inch

*Series Winding*—This must supply  $10,990 - 7630 = 3360$  ampere turns at full load of 400 amperes, of which 70 amperes should be carried through a diverting shunt, leaving 330 amperes for the series coils Hence there must be 10 turns per spool

Mean length series turn = 53 in

Total length ten turns = 530 in

Series C<sup>2</sup>R per spool = 93 watts per spool

Hence resistance per spool =  $93 - 330^2 = .00085$  ohms

Copper cross-section = .425 square inch

Series winding per spool may consist of two coils of flat strip copper 7 in wide and .06 in thick, wound five turns per coil Weight series copper one spool = 70 lb

Current density in series winding = 770 amperes per square inch

#### THERMAL CALCULATIONS

##### Armature

C<sup>2</sup>R loss at 60 deg Cent 8800 watts

Core loss (observed value) 2760 watts

Total armature loss 11,560 watts

Observed increased temperature by increased resistance of armature winding = 63 deg Cent

Peripheral radiating surface armature = 6800 square inches

Watts per square inch armature radiating surface = 1.70

Increased temperature per watt per square inch armature radiating surface = 37 deg Cent, as determined from resistance measurements

Peripheral speed armature (feet per minute) = 2030

Increased temperature of armature by thermometer = 30 deg Cent

Ditto, per square inch peripheral radiating surface = 17.7 deg Cent

*Spool*

Total C<sup>2</sup>R loss at 60 deg Cent, per spool, = 353 watts  
 Observed increased temperature by increased resistance of winding = 45 deg Cent  
 Peripheral radiating surface, one spool = 870 square inches  
 Watts per square inch spool radiating surface = 405  
 Increased temperature per watt per square inch spool radiating surface = 111 deg Cent, as determined from resistance measurements  
 By thermometer the observed increase in temperature of spool was only 16 deg Cent

*Commutator*

Area of all positive brushes	90 square inch
Amperes per square inch, brush-bearing surface	44.5
Ohms per square inch bearing surface, carbon brushes	0.3
Brush resistance, positive + negative	0.067 ohms
Volts drop at brush contacts	2.7
C <sup>2</sup> R at brush contacts (watts)	1070
Brush pressure, pounds per square inch	1.25
Total brush pressure, pounds	22.5
Coefficient of friction	3
Peripheral speed commutator, feet per minute	1330
Brush friction, watts	270
Stray power lost in commutator, watts	200
Total commutator loss, watts	1540
Radiating surface, square inches	800
Watts per square inch radiating surface	1.92
Observed rise temperature	36 deg Cent
Increased temperature per watt per square inch radiating surface	19 deg Cent

With further reference to the temperature measurements, the machine on which the increase of temperature was observed, had been run at full load for nine hours, and had probably about reached its maximum temperature. The spool windings were equivalent to, but not identical with, those described in this specification. In all other respects, the construction was substantially that described.

## EFFICIENCY CALCULATIONS

	Watts
Output at full load	200,000
Core loss	2,760
Commutator and brush loss.	1,540
Armature C <sup>2</sup> R loss at 60 deg Cent	8,800
Shunt spools - C <sup>2</sup> R loss at 60 deg Cent	1,470
„ rheostat - C <sup>2</sup> R loss at 60 deg Cent	180
Series spools - C <sup>2</sup> R loss at 60 deg Cent	640
„ rheostat (diverter) C <sup>2</sup> R loss at 60 deg Cent	130
Total output	215,520

	WEIGHTS (POUNDS)
<i>Armature</i>	
Core magnetic	3,600
Teeth	400
Spider	1,600
Copper	1,150
<i>Commutator</i>	
Segments	450
Complete without shaft	12,000
<i>Frame</i>	
Six pole-pieces	750
Six magnet cores	4,100
Yoke	11,000
<i>Field Windings</i>	
Six shunt coils	890
Six series coils	420
Total spool copper	1,310
Other parts	3,800
Machine complete with base plate	33,000

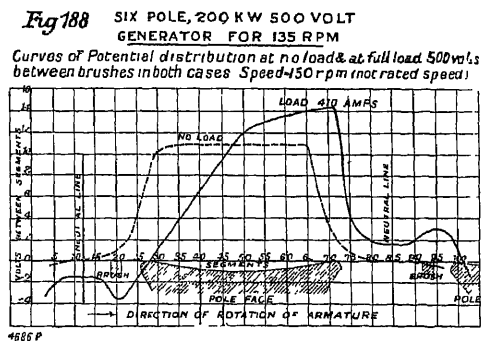
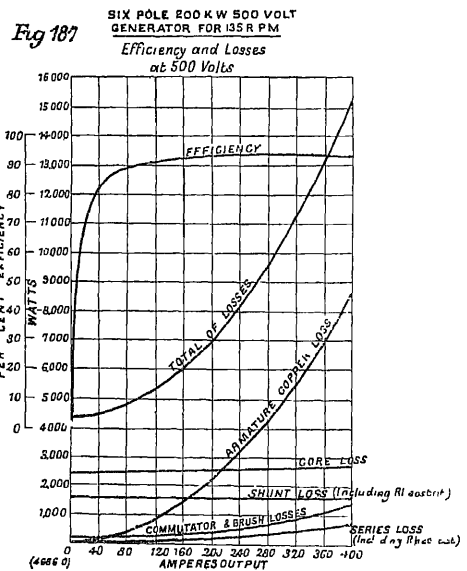
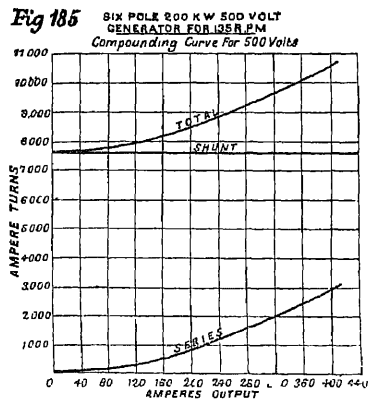
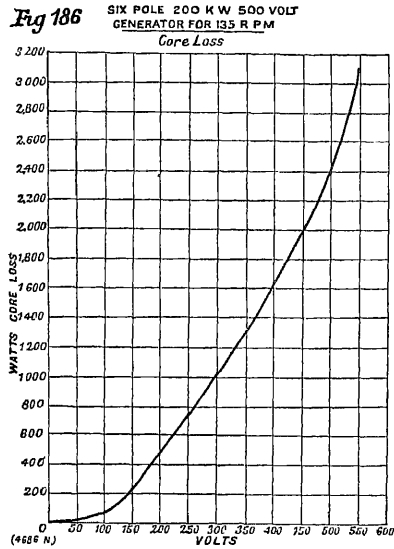
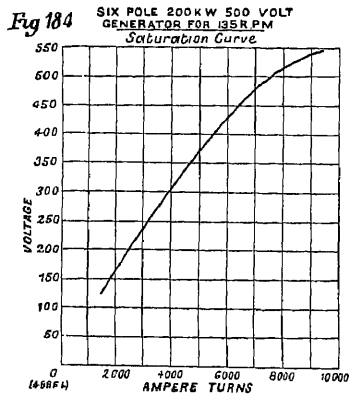
The results of tests of this machine are given in the curves of Figs 184 to 188, relating respectively to saturation, compounding, core loss, efficiency, and gap distribution

#### 10-POLE 300-KILOWATT LIGHTING GENERATOR

1076 10 A ten pole lighting generator, designed by Mr A H Moore, and built in 1897 by the Union Elektrizitäts-Gesellschaft, of Berlin, is illustrated in Figs 189 to 206 Its rated output is 300 kilowatts at 125 volts and 2,400 amperes, and at a speed of 100 revolutions per minute In Figs 190 to 193 are given curves of this machine derived from the results of tests and covering the subjects of saturation, core loss, compounding, and efficiency The most interesting feature of this design is that carbon brushes are used, notwithstanding the low tension and heavy current

In this instance the commutator is crowded considerably, and, as will be seen in the following specification, the temperature rise at the commutator was largely in excess of that at other parts of the machine Mr Moore has modified the design in this respect by lengthening the commutator segments about 25 per cent





## *Three-Hundred Kilowatt Lighting Generator*

The calculations are arranged below in the form of a specification

Number of poles	10
Kilowatts	300
Revolutions per minute	100
Frequency in cycles per second	8 33
Terminal volts, no load	110
"    "    full load	125
Amperes, full load	2400

### DIMENSIONS

#### *Armature*

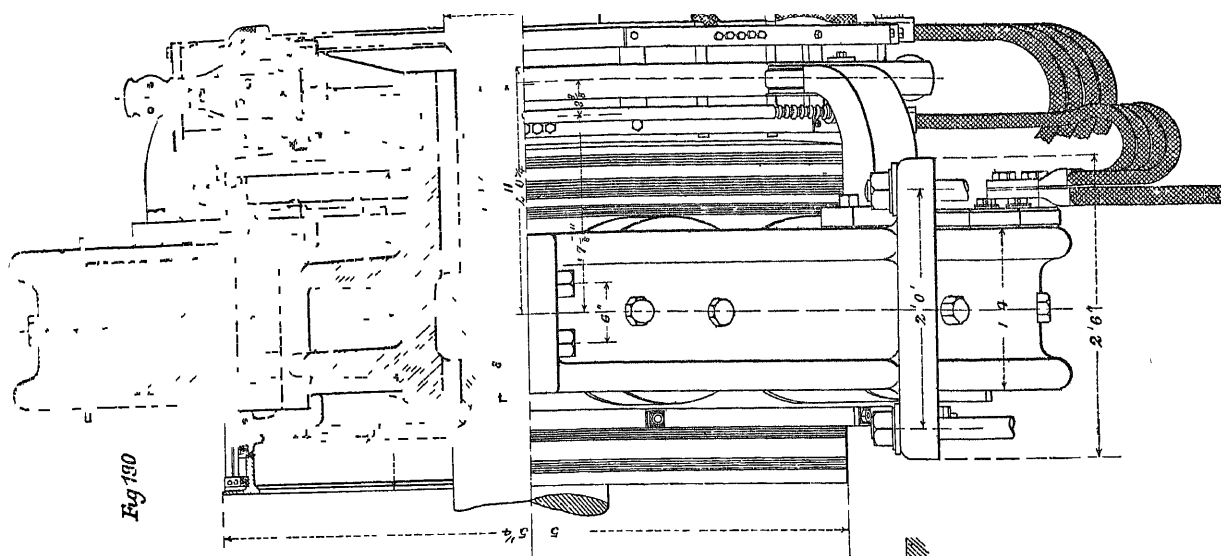
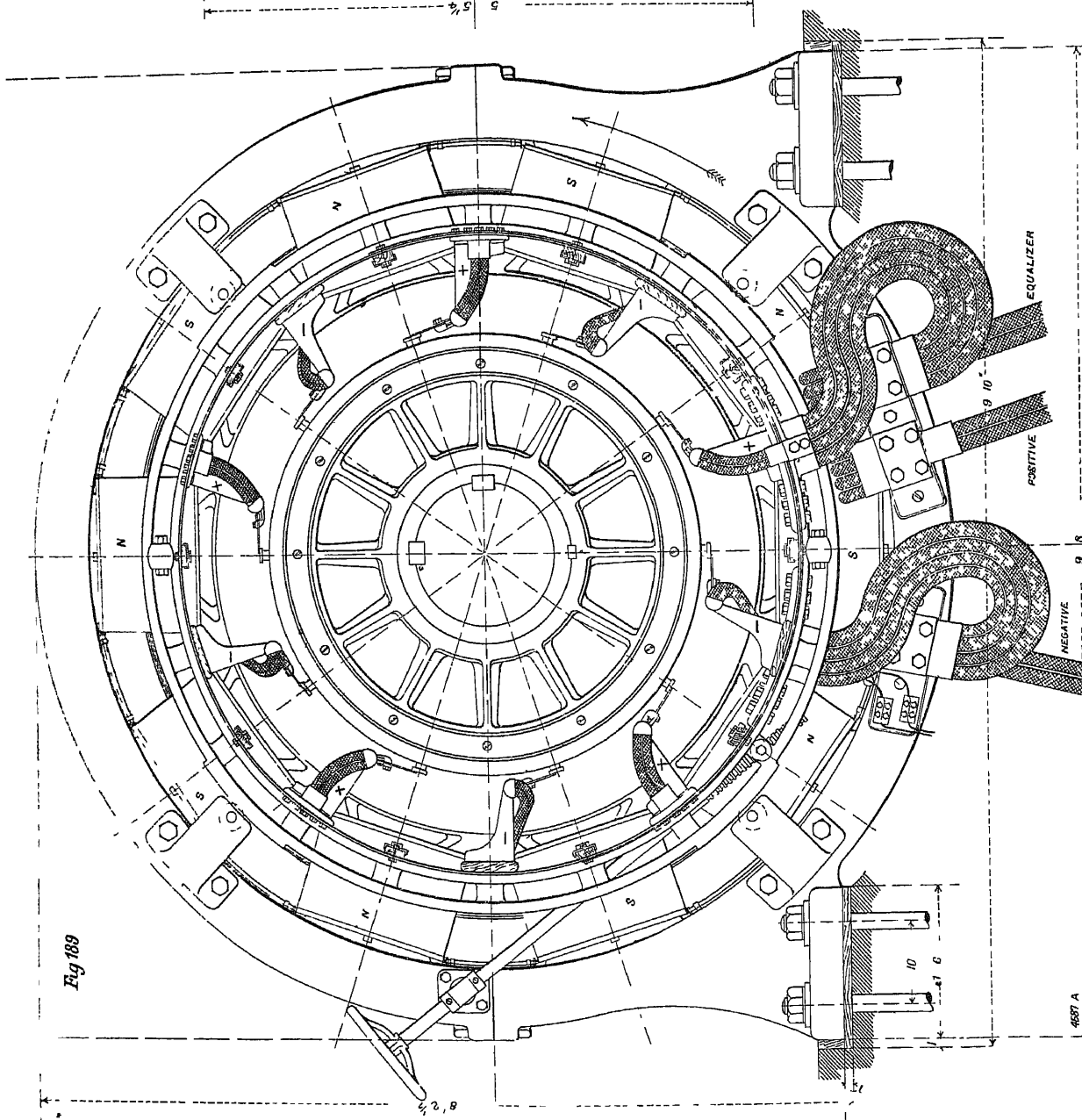
Diameter over all	65 $\frac{1}{2}$ in
Length over conductors	33 $\frac{7}{8}$ "
Diameter at bottom of slots	61 $\frac{1}{2}$ "
Internal diameter of core	50 $\frac{7}{8}$ "
Length of core over all	17 $\frac{5}{8}$ "
Effective length, magnetic iron	12 7 "
Pitch at surface	20 5 "
Per cent insulation between sheets	10
Thickness of sheets	0.25 in
Depth of slot	1 $\frac{3}{4}$ "
Width of slot at root	59 "
"    "    surface	59 "
Number of slots	180
Minimum width of tooth	178 in
Width of tooth at armature face	539 "
"    conductor	197 "
Depth of conductor	650 "
Number of ventilating ducts	7
Width of each ventilating duct	$\frac{1}{2}$ in
Effective length of core — total length	72

#### *Magnet Core*

Length of pole-face	16 in
Length of pole arc (average)	13 3 "
Pole arc — pitch	65
Thickness of pole-piece at edge of core	1 $\frac{1}{2}$ in
Radial length of magnet core	12 $\frac{1}{16}$ "
Diameter of magnet core	13 "
Bore of field (diameter)	65 $\frac{7}{8}$ "
Depth of air gap	3 "

#### *Spool*

Length over flanges	12 $\frac{3}{4}$ in
Length of winding space	11 $\frac{1}{4}$ "
Depth of winding space	2 $\frac{1}{4}$ "



*Yoke*

Outside diameter	111 in. and 105 in.
Inside diameter	97 in.
Thickness	7 in. and $\frac{1}{2}$ in.
Length along armature	16 in.

*Commutator*

Diameter	52 "
Number of segments	360
" " per slot	2
Width of segment at commutator face	125 in.
" " root	372 "
Thickness of mica insulation	03 "
Total depth of segment	3 0 "
Approximate useful depth of segment	1 5 "
Maximum length of segment	12 $\frac{3}{4}$ "
Available length surface of segment	11 $\frac{1}{2}$ "
Cross section commutator leads	059 square inch

*Brushes*

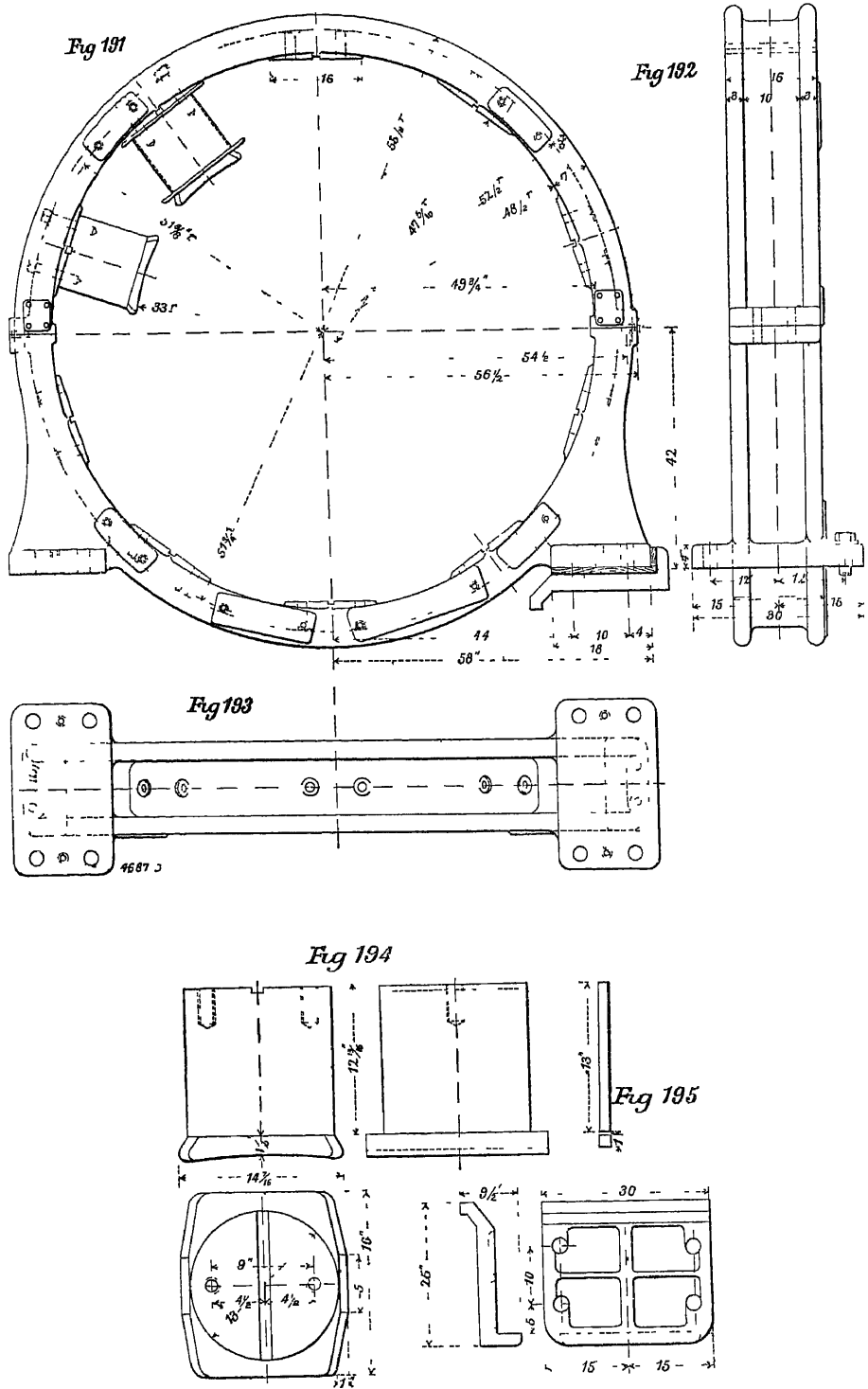
Number of sets	10
Number in one set	8
Width	1 25 in.
Thickness	1 "
Area of contact of one brush	1 25 square inches
Type of brush	Radial carbon

MATERIALS

Armature core	Sheet steel
" spider	Cast iron
" conductors	Copper
Commutator segments	"
" leads	Rheotan
" spider	Cast iron
Pole-pieces	Cast steel
Yoke	"
Magnet cores	"
Brushes	Carbon

TECHNICAL DATA

Armature, no load voltage	110
Number of face conductors	720
Conductors per slot	4
Number of circuits	10
Style of winding	Single
Gramme ring or drum	Drum
Type construction of winding	Barrel wound
Mean length one armature turn	88 5 in.
Total armature turns	360



Turns in series between brushes	36
Length between brushes	3190 in
Cross section one armature conductor	128 square inch
Ohms per cubic inch at 20 deg Cent	00000068 ohms
Resistance between brushes at 20 deg Cent	00171 "
" " 60 deg Cent	00198 "
Volts drop in armature at 60 deg Cent	4 75
" " brushes and contacts and series winding	3 25
Terminal voltage, full load	125
Total internal voltage, full load	133
Amperes per square inch in armature winding	1880
" " commutator connections	4000

*Commutation*

Average voltage between commutator segments	3 5
Armature turns per pole	36
Amperes per turn	240
Armature ampere turns per pole-piece	8650
Segments lead of brushes	3
Percentage lead of brushes	8 3
" demagnetising ampere turns	16 6
" distorting ampere turns	84 4
Demagnetising ampere turns per pole	1450
Distorting " "	7200
Frequency of commutation (cycles per second)	138
Number of coils simultaneously short-circuited per brush	3
Turns per coil	1
Number of conductors per group simultaneously undergoing commutation	6
Flux per ampere turn per inch length armature lamination	20
Flux linked with six turns with 240 amperes in those turns = $17 6 \times 20 \times 6$	2110 lines
Inductance in one turn constituting one coil, in henrys = $1 \times$ $2110 \times 10^{-4}$	= 0000211 henrys
Reactance short-circuited turn	= 0183 ohms
" voltage = $0183 \times 240$	= 4 4 volts

MAGNETOMOTIVE FORCE CALCULATIONS

Megalines entering armature, per pole-piece, at no load	9 17
" " " at full load	11 1
Coefficient of magnetic leakage	1 15
Megalines in magnet frame, per pole-piece, at no load	1 05
" " " full load	1 28

*Armature*

Section	1 13 square inches
Length (magnetic)	10 in



Density at no load	63.5 kilols
„ full load	77.5 „
Ampere turns per inch length, no load	14
„ „ full load	23
Ampere turns, no load	140
„ full load	230

*Teeth*

Transmitting flux from one pole-piece	14
Section at roots	8.5 square inches
Length	1.75 in
Apparent density at no load	108 kilols
„ „ full load	130 „
Corrected density at no load	106 „
„ „ full load	125 „
Ampere turns per inch length, no load	100
„ „ full load	750
Ampere turns, no load	180
„ full load	1310

*Gap*

Section at pole-face	213 square inches
Length	3 in
Density at pole-face, no load	42,800
„ „ full load	52,000
Ampere turns, no load	4,050
Ampere turns, full load	4,900

*Magnet Core*

Section	132 square inches
Length (magnetic)	13.5 in
Density, no load	79.0 kilols
„ full load	96.5 „
Ampere turns per inch length, no load	48
„ „ full load	93
„ no load	650
„ full load	1250

*Magnet Yoke*

Section	156 square inches
Length per pole	15 in
Density no load	67.0 kilols
„ full load	82.0 „
Ampere turns per inch length, no load	32
„ „ full load	58
„ no load	480
„ full load	870
	2 E



	AMPERE TURNS PER SPOOL	No Load and 110 Volts	No Load and 113 Internal Volts, corresponding to 125 Terminal volts at Full Load
Armature core		140	230
Armature teeth		180	1310
Gap		4050	4900
Magnet core		650	1250
„ yoke		480	870
		<hr/>	<hr/>
		5500	8560
Demagnetising ampere turns per pole-piece, at full load			1150
Allowance for increase in density through distortion			550
			<hr/>
Total ampere turns at full load and 125 terminal volts		=	10,560

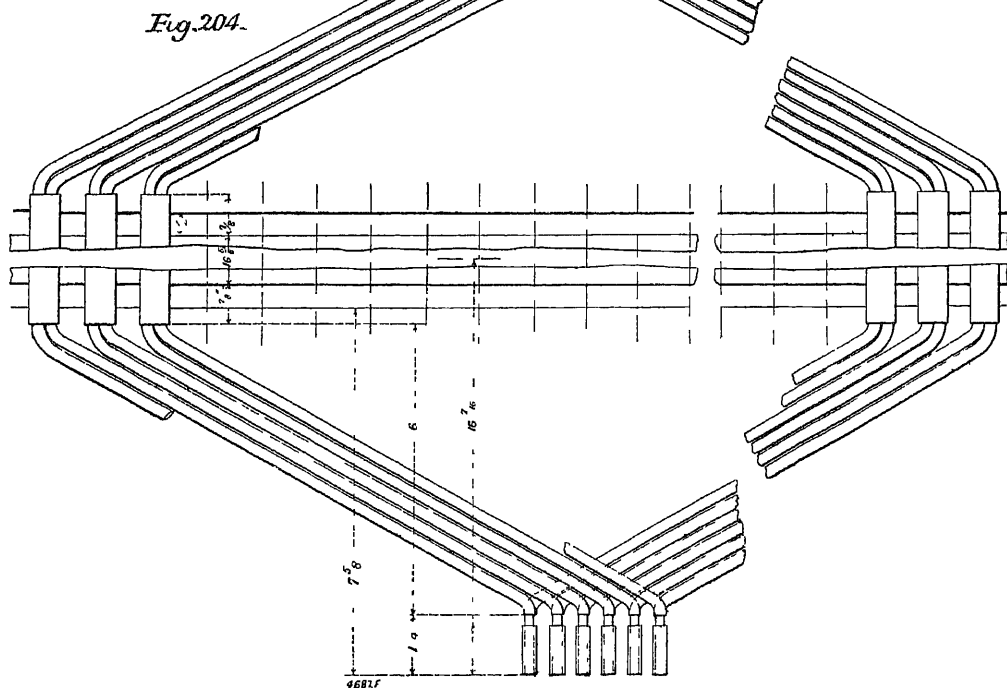
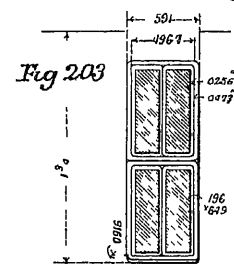
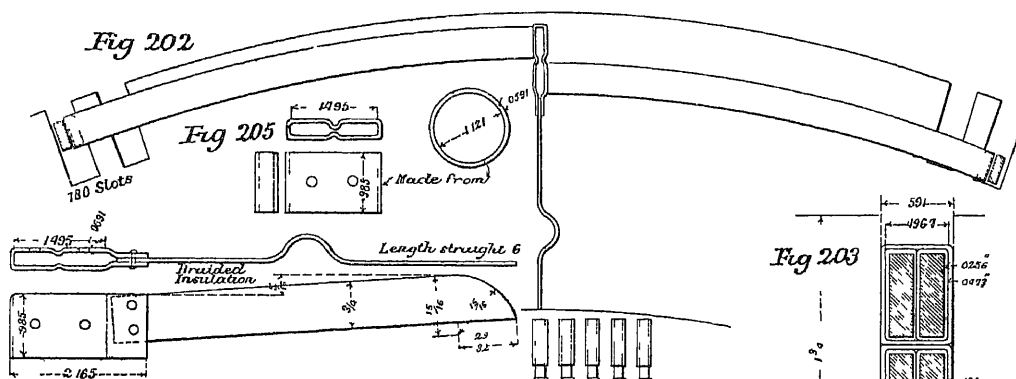
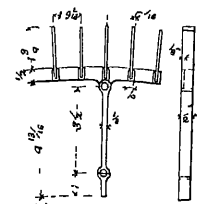
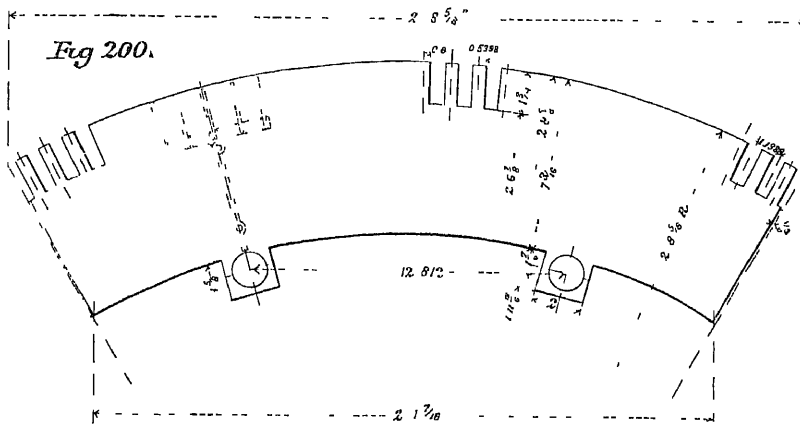
If the rheostat in the shunt circuit is adjusted to give 5,500 ampere turns at 110 volts, then, when the terminal voltage is 125, the shunt excitation will amount to  $\frac{125}{110} \times 5,500 = 6,250$  ampere turns  $10,560 - 6,250 = 4,310$  ampere turns must be supplied by the series winding

#### CALCULATION OF SPOOL WINDINGS

##### *Shunt*

Mean length of one shunt turn = 51 in = 4.25 ft  
 Ampere turns per shunt spool at full load = 6250  
 „ feet = 26,600  
 Radiating surface one field spool = 730 square inches  
 Permit 36 watts per square inch at 20 deg Cent  
 263 total watts per spool This is divided up into 81 watts in series winding and 177 in shunt  
 Shunt watts per spool at 60 deg Cent = 204  

$$\text{Pounds} = \frac{31 \times \left( \frac{\text{Ampere feet}}{1000} \right)^2}{\text{watts}}$$
  
 Shunt copper per spool =  $\frac{31 \times 710}{177} = 125$  lb  
 Plan to have 90 per cent of the available 125 volts, or 113 volts, at the terminals of the field spools when hot, the remainder being consumed in field rheostat  
 This is 98 volts at 20 deg Cent or 9.8 volts per spool  
 Hence require  $\frac{177}{9.8} = 18.1$  amperes per spool  
 Turns per shunt spool =  $\frac{6250}{18.1} = 345$   
 Length of 345 turns = 1470 ft  
 Pounds per 1000 ft = 85



No 8 B W G has 82 4 lb per 1000 ft

Bare diameter = 165 in D C C D = 177 in

Cross-section = 0214 square inches Current density = 845 amperes per square inch

Length of the portion of winding space available for shunt winding =  $6\frac{1}{2}$  in

Winding consists of 10 layers of 35 turns each, of No 8 B W G

*Series Winding* —The series winding is required to supply 10,560 — 6250 = 4,310 ampere turns at full load

With two turns per spool, the full load current will give  $2400 \times 2 = 4800$  ampere turns. Consequently, 250 amperes must be diverted through the diverter rheostat, leaving 2,150 amperes in the series winding, giving 4,300 ampere turns

The two turns consist of flat strips wound on edge spirally, as shown in Figs 196 and 197. The conductor is made up of 44 strips 1 10 in by 079 in, making up a total cross-section of 3 8 square inches

Current density = 630 amperes per square inch

Mean length of turn = 51 in

Resistance of ten spools at 20 deg Cent = 000183 ohms

Series C<sup>2</sup>R =  $2150^2 \times 000183 = 840$  watts

Ditto per spool = 84 watts

At 60 deg Cent = 97 watts

Weight series copper = 1250 lb

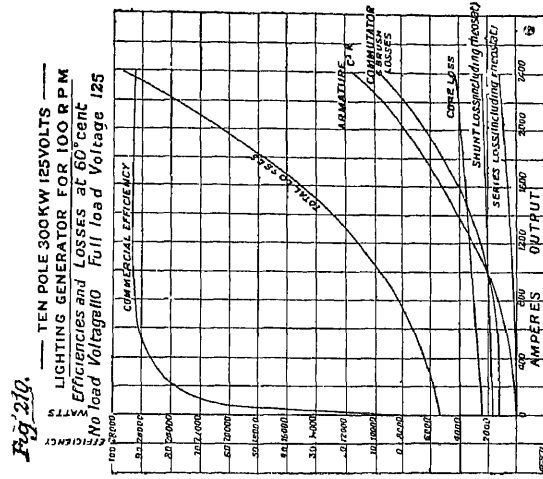
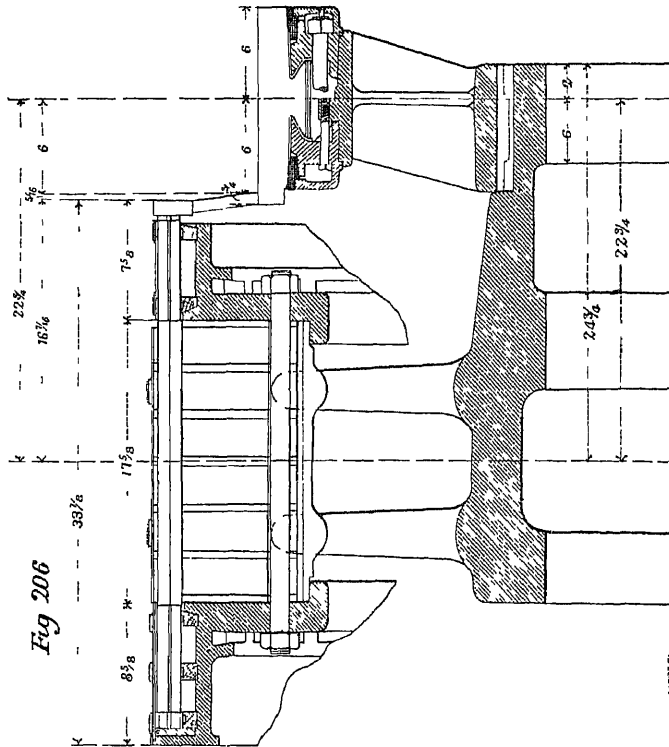
#### THERMAL CALCULATIONS

##### *Armature*

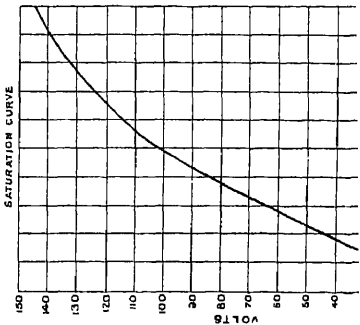
C <sup>2</sup> R loss at 60 deg Cent	11,400 watts
Core loss (observed value)	4 150 "
Total armature loss	15,550 "
Observed increased temperature by increased resistance of armature winding	64 deg Cent
Peripheral radiating surface armature	7,000 square inches
Watts per square inch radiating surface armature	2 22
Increased temperature per watt per square inch armature radiating surface	29 deg
Peripheral speed armature, feet per minute	1720
Increased temperature of armature by thermometer	29 deg Cent
Ditto, per square inch peripheral radiating surface	13 "

##### *Spool*

Total C <sup>2</sup> R loss at 60 deg Cent per spool	301 watts
Observed increased temperature by increased resistance of winding	64 deg Cent
Peripheral radiating surface of one spool	730 square inches
Watts per square inch of spool radiating surface	41

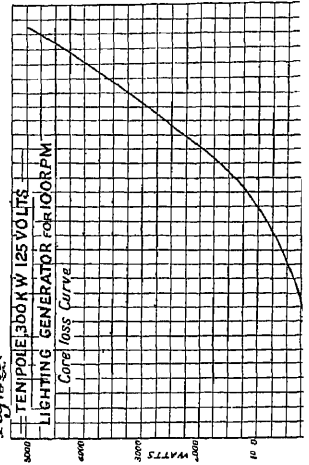


**Fig 207**  
TEN POLE 300 KW. 125 VOLT  
LIGHTING GENERATOR FOR 100 R P M  
SATURATION CURVE



**Fig. 208.**

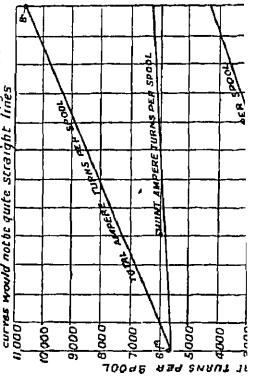
TEN POLE 300 KW 125 VOLTS  
LIGHTING GENERATOR FOR 100 RPM  
Core loss Curve



**Fig 209**

TEN POLE 300KW 125VOLT  
LIGHTING GENERATOR FOR 100RPM  
Compounding Curves —

No load Voltage 110 Full load Voltage 125  
Points A & B are experimental values. The remainder are  
merely estimations. The corresponding actual  
series would not be straight lines



Increased temperature per watt per square inch of spool radiating surface	156 deg Cent
By thermometer the increase in temperature of spool was	16 "
Ditto, per square inch radiating surface	112 "
<i>Commutator</i>	
Area of all positive brushes (bearing surface)	50 square inches
Amperes per square inch of brush bearing surface	48 amperes
Ohms per square inch bearing surface of carbon brushes	03 ohms
Brush resistance, positive + negative	00120 ohms
Volts drop at brush contacts	2.9 volts
C <sup>2</sup> R at brush contacts	6900 watts
Brush pressure, pounds per square inch	1.25 lb
Ditto, total	125 "
Coefficient of friction	3
Peripheral speed of commutator in feet per minute	1365
Brush friction	1160 watts
Allowance for stray power lost in commutator	500 "
Total commutator loss	8560 "
Radiating surface commutator	1920 square inches
Watts per square inch of radiating surface	1.15
Observed rise in temperature	80.5 deg Cent
Increase in temperature per watt per square inch of radiating surface	18 deg Cent

These temperature observations were made on the machine after it had been run on full load for eight hours. As readings were made only at the end of the test, it cannot be stated that the machine was not still increasing in temperature.

#### EFFICIENCY CALCULATIONS

Output at full load	Watts 300,000
Core loss	1,150
Commutator and brush loss	8,560
Armature C <sup>2</sup> R loss at 60 deg Cent	11,100
Shunt spools — C <sup>2</sup> R loss at 60 deg Cent	2,010
„ rheostat	230
Series spools	970
„ rheostat (diverted) C <sup>2</sup> R loss at 60 deg Cent	100
Total input	327,150
Commercial efficiency at full load and 60 deg Cent = 91.6 per cent	

#### WEIGHTS (POUNDS)

<i>Armature</i>	
Magnetic core	lb 3,500
Teeth	560
Spider and flanges	7,000
Copper	1,310

*Commutator*

Segments	1,480
Spider and press rings	1,300
Complete armature and commutator without shaft	14,500

*Frame*

Ten pole pieces	1,000
„ magnet cores	5,000
Yoke	8,500
Ten-shunt coils	1,250
Ten series „	1,250
Total spool copper	2,500
Other parts	3,000
Machine complete	34,500

In Figs 207 and 208, page 213, are given the results of tests of saturation and core loss

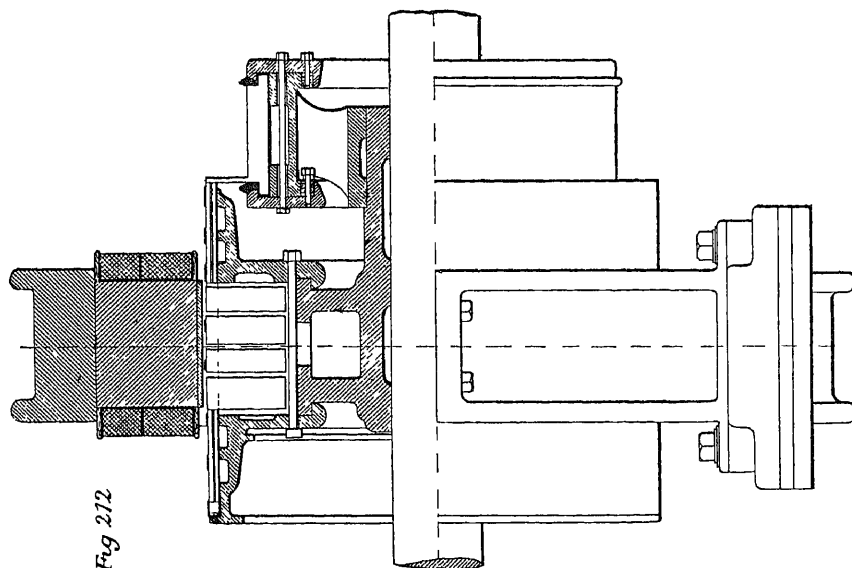
Points A and B of Fig 209 are experimental values. The curves of Fig 209 show approximately the ampere turns that would be required for various outputs, if the terminal voltage increased in a straight line from 110 volts at no load, up to 125 volts at full load. This would not automatically increase in a straight line, but the deviation was not tested. Curves of losses and efficiencies are given in Fig 210.

## SIX-POLE 250-KILOWATT ELECTRIC GENERATOR

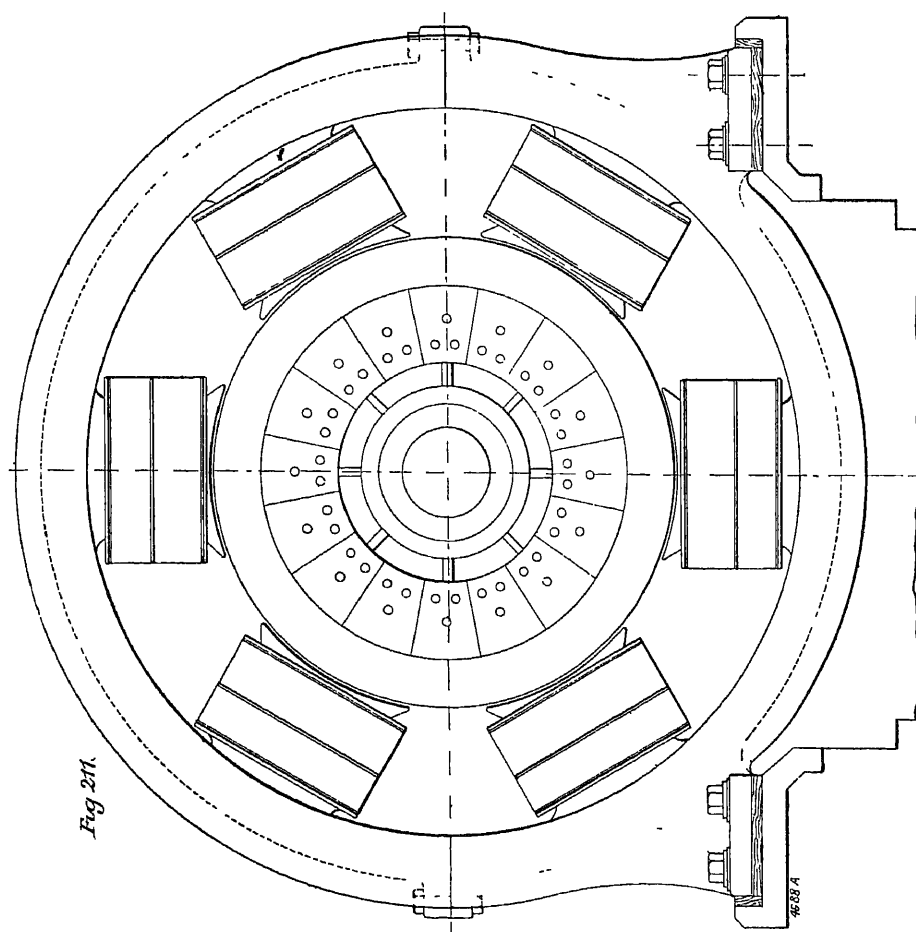
The following is one of the latest designs. In Figs 211 to 224 are given diagrammatical sketches, setting forth the electromagnetic dimensions to which the ultimate designs should correspond. Figs 225 to 231 show some interesting details of construction of frame, spider, commutator brush holders, bearing, &c, suggested among other alternative schemes in the mechanical development of the generator.

## SPECIFICATION

Number of poles	6
Kilowatts	250
Revolutions per minute	320
Frequency in cycles per second	16
Terminal volts, full load	550
„ „ no load	500
Amperes	455



*Fig 212*



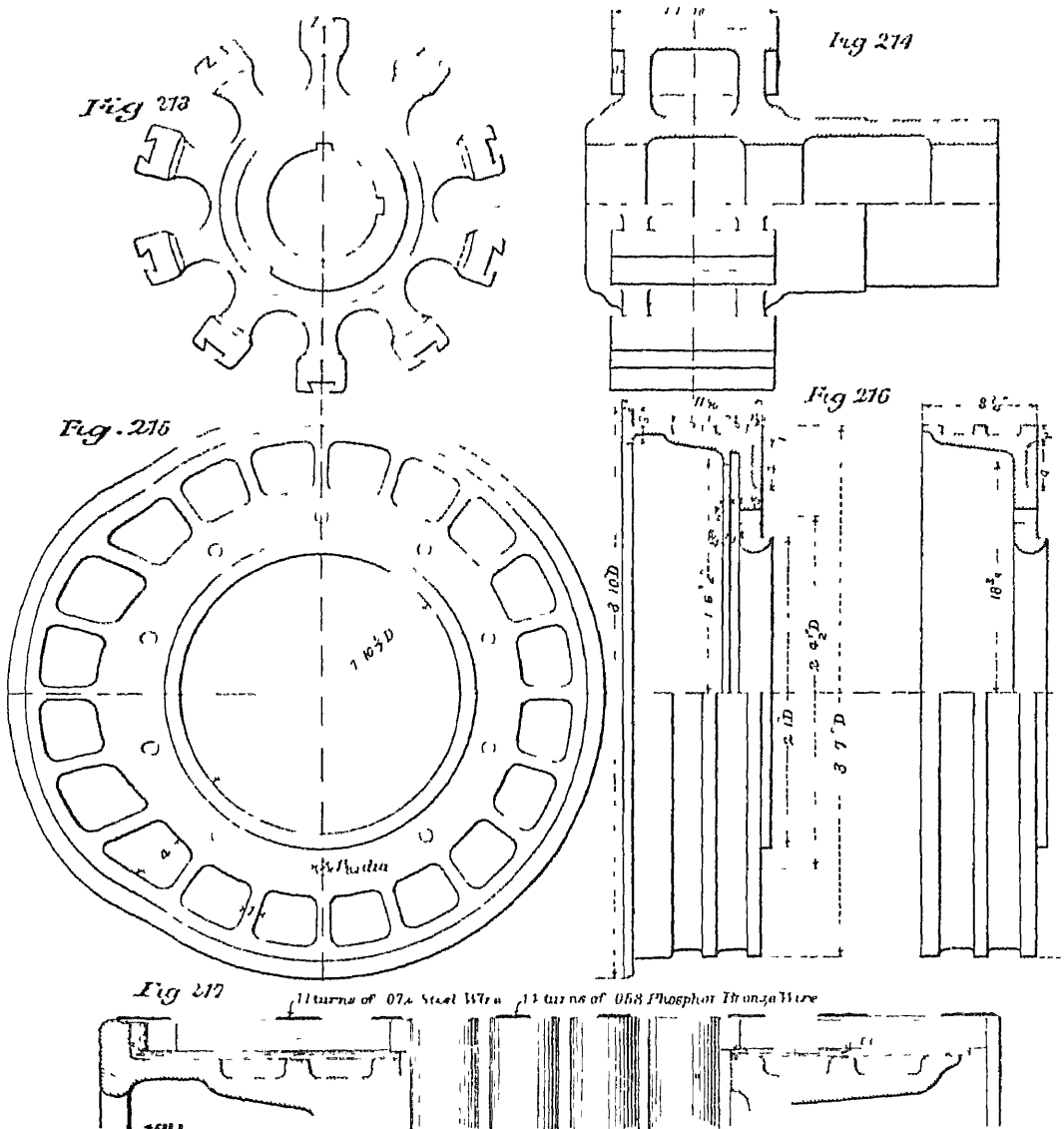
*Fig 211*

# *Six-Pole 250-Kilowatt Electric Generator*

## DIMENSIONS

### *Armature*

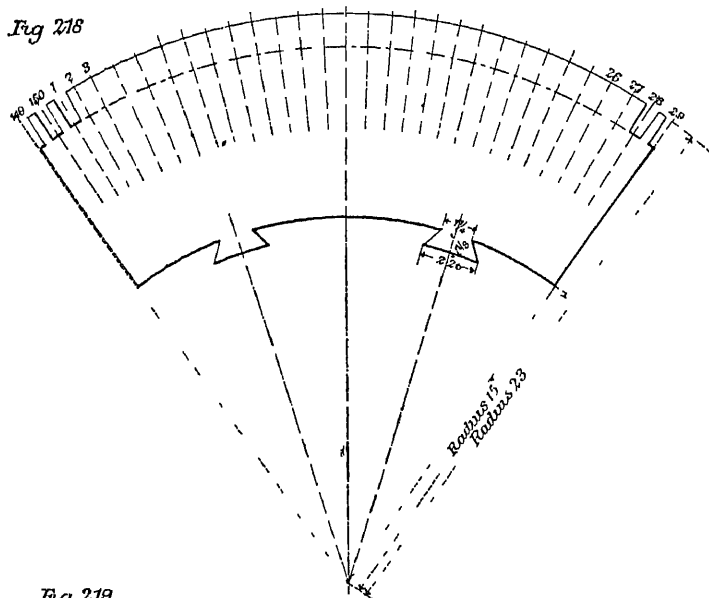
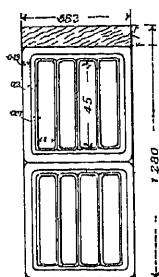
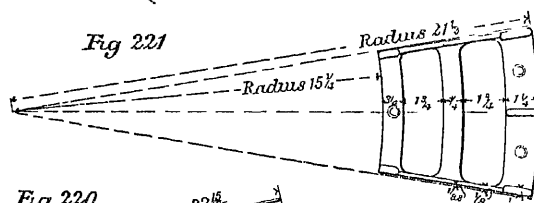
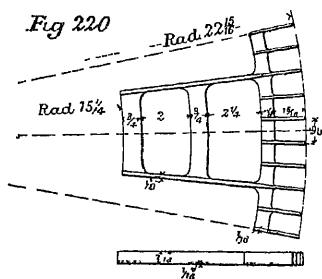
Diameter over all	16 in
Length over conductors	32.3 "
Diameter at bottom of slots	13.1 "
Internal diameter of core	30 "



Length of core over all	12.3 in
Effective length, magnetic iron	9.9 "
Pitch at surface	2.1 "
Insulation between sheets	10 per cent
Thickness of sheets	0.14 in
	2 r



Depth of slot	1 28 m
Width of slot at root	582 „
„ „ surface	582 „
Number of slots	150
Minimum width of tooth	327 „

*Fig 218**Fig 219.**Fig 221**Fig 220*

Width of tooth at armature face	379 m
Width of conductor	10 „
Depth of conductor	45 „
Number of ventilating ducts	3
Width of each ventilating duct	44 m
Efficient length of core — total length	80

## Six-Pole 250-Kilowatt Electric Generator

Magnet core, length of pole face	12 3
Length of pole arc	17 in
Pole arc — pitch	70
Thickness of pole-piece at edge of core	50
Radial length, magnet core	10 5
Diameter of magnet core	12 3
Bore of field (diameter)	46 $\frac{5}{8}$ in
Depth of air gap	1 $\frac{5}{8}$ "
<i>Spool</i>	
Length over flanges	10 5 in
"    of winding space	9 3 "
Depth	2 75 "
<i>Yoke</i>	
Outside diameter	81 1 in
Inside diameter	72 1 "
Thickness	1 5 "
Length along armature	15 "
<i>Commutator</i>	
Diameter	37 $\frac{1}{2}$ in
Number of segments	600
"    "    per slot	4
Width of segment at commutator face	1 67 in
Thickness of mica insulation	0 30 "
Available length surface of segment	9 06 "
Cross-section commutator leads	0 3 square in
<i>Brushes</i>	
Number of sets	6
Number in one set	1
Width of brush	1 75 in
Thickness of brush	6 25 "
Area of contact one brush	1 09 square in
Type of brush	Carbon

### MATERIALS

Armature core	Sheet iron
Spider	Cast iron
Conductors	Copper
Commutator segments	"
"    leads	"
"    spider	Cast iron
Pole-pieces	Cast steel
Yoke	"
Magnet cores	"
Brushes	Carbon

TECHNICAL DATA

Armature

No load voltage	500
Number face conductors	1200
Conductors per slot	8

Fig. 222.

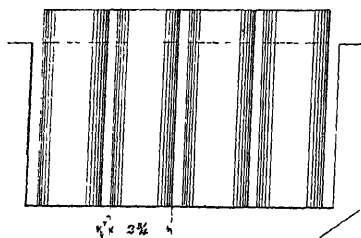


Fig. 223

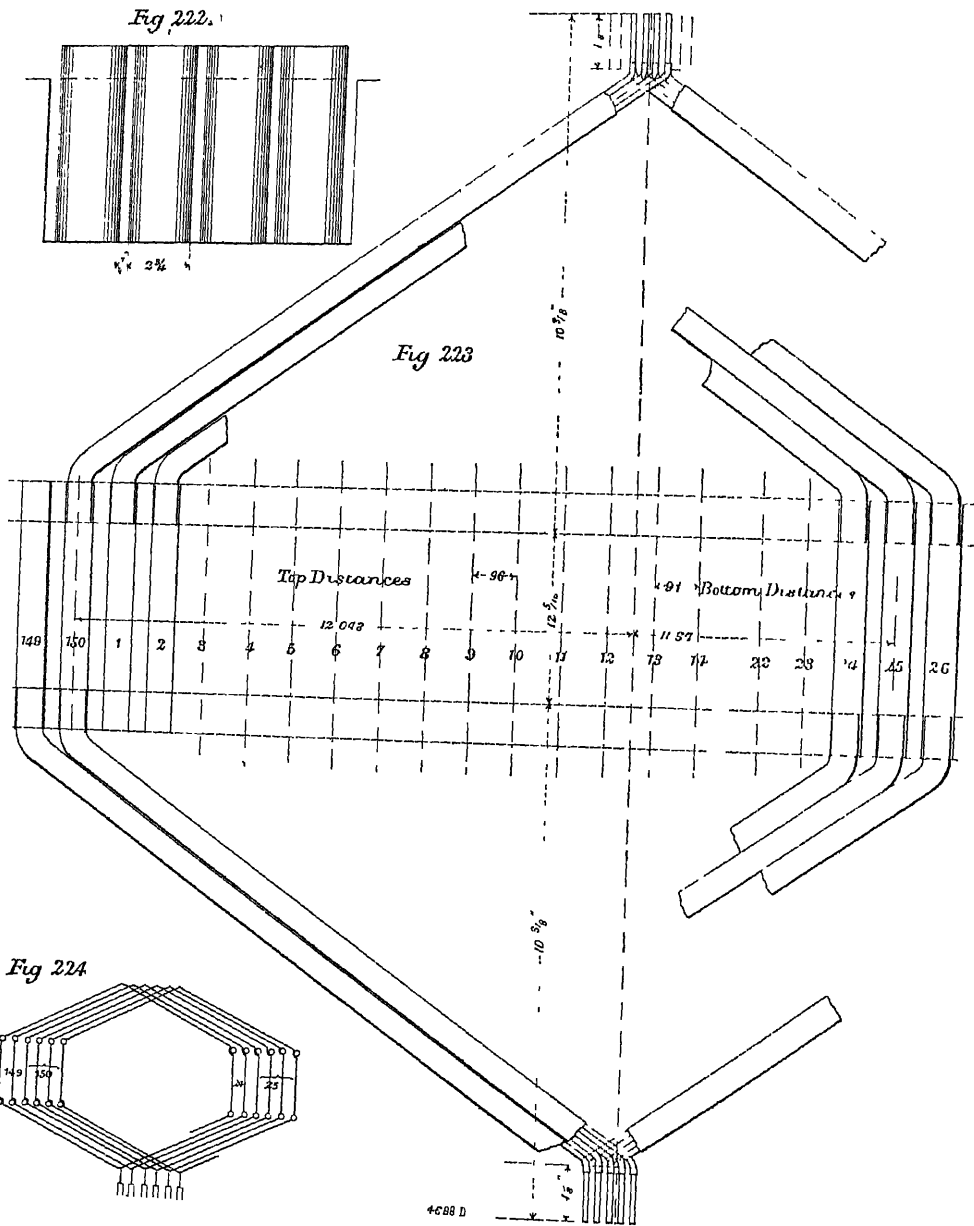
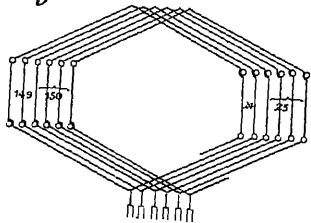


Fig. 224



Number of circuits  
Style winding  
Gramme ring, or drum

6  
Multiple  
Drum

### Six-Pole 250-Kilowatt Electric Generator

Type of construction of winding	Bareil
Mean length, one armature turn	845
Total armature turns	60
Turns in series between brushes	10
Length between brushes	8450
Cross-section one armature conductor	045 sq
Ohms per cubic inch at 20 deg Cent	0000
Resistances between brushes at 20 deg Cent	0213
" " 60 "	0215
Volts drop in armature at 60 deg Cent	11
" brushes and contacts	2
Total internal voltage, full load	56
Amperes per square inch in armature winding	170
" " commutator connections	250

## Commutators

Average voltage between commutator segments	5
Armature turns per pole	10
Amperes per turn	7
Armature ampere turns per pole	760
Segments lead of brushes	
Percentage	8 per
„ demagnetising ampere turn	16
„ distorting „ „	84
Demagnetising ampere turns per pole	122
Distorting „ „	638
Frequency of commutation, cycles per second	50
Number of coils simultaneously short-circuited per brush	
Turns per coil	
Number of conductors per group simultaneously undergoing commutation	8
Flux per ampere turn per inch length armature lamination	20
Flux linked with eight turns with one ampere in these turns	1970 l
Inductance of one turn in henrys = $1 \times 1970 \times 10^{-8}$	0000
Reactance short-circuited coil	062 c
„ voltage short-circuited coil	47 v

### MAGNETO-MOTIVE FORCE CALCULATIONS

Megalines entering armature, per pole piece, no load	7 80
" " " " full load	8 80
Coefficient of magnetic leakage	1 15
Megalines in magnet frame, per pole piece, at no load	8 97
" " " " full load	10 1

*A, mature*

Section	132 square
Length, magnetic	130 ,

Density, no load	59 kilolines
„ full load	66 „
Ampere turns per inch length, no load	11
„ „ „ full load	13
„ no load	140
„ full load	179

*Teeth*

Transmitting flux from one pole-piece	20
Section at roots	65
Length	1.28
Apparent density, no load	132 kilolines
„ „ full load	148 „
Corrected „ no load	124 „
„ „ full load	134 „
Ampere turns per inch length, no load	700
„ „ „ full load	1250
„ no load	890
„ full load	1600

*Gap*

Section at pole face	210 square inch
Length gap	31 in
Density at pole-face, no load	37.2 kilolines
„ „ full load	42 „
Ampere turns, no load	3610
„ full load	4150

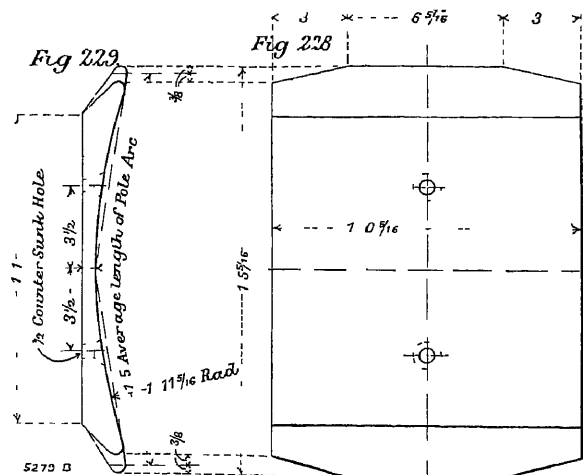
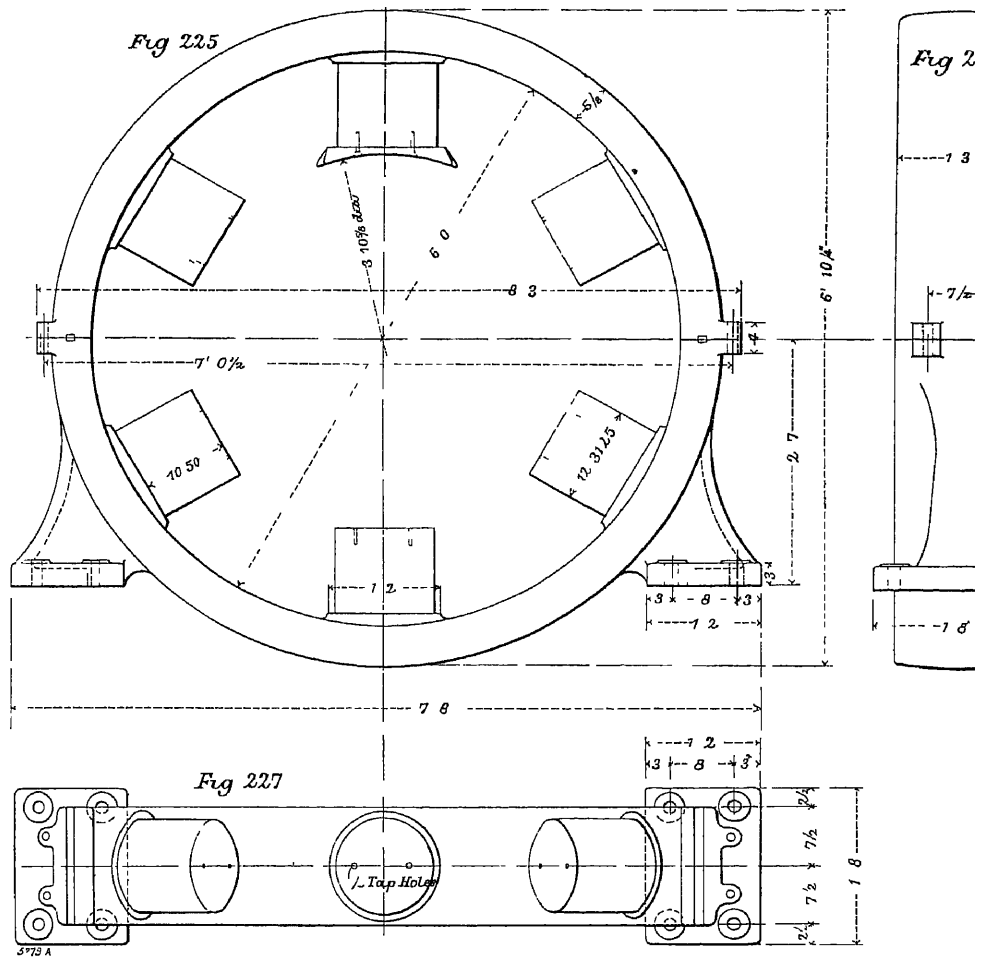
*Magnet Core*

Section	119 square inch
Length (magnetic)	12.75 in
Density, no load	76 kilolines
„ full load	85 „
Ampere turns per inch length, no load	35
„ „ „ full load	16
„ no load	150
„ full load	590

*Magnetic Yoke*

Section	140 square inches
Length per pole	18 in
Density, no load	64 kilolines
„ full load	72 „
Ampere turns per inch length, no load	25
„ „ „ full load	32
„ no load	450
„ full load	570

### Six-Pole 250-Kilowatt Electric Generator



*Electric Generators*

	AMPERE TURNS PER SPOOL	
	No Load and 500 Volts	No Load and 564 Volts, Corres- ponding to Internal Voltage at Full Load, when Terminal Voltage is 550
Armature core	140	170
„ teeth	890	1600
Gap	3640	4150
Magnet core	450	590
„ yoke	450	570
	<hr/> 5570	<hr/> 7080
Demagnetising ampere turns per pole, at full load		1220
Allowance for increase in density through distortion		700
Total ampere turns at full load and 550 terminal volts		8920

If the rheostat in the shunt circuit is adjusted to give 5570 ampere turns at 500 volts, then when the terminal voltage is 550 the shunt excitation will amount to  $\frac{550}{500} \times 5570 = 6130$  ampere turns

$8900 - 6130 = 2770$  ampere turns, must be supplied by the series winding

## CALCULATION OF SPOOL WINDING

*Shunt*

Mean length of one shunt turn	= 48.5 in = 4.05 ft
Ampere turns per shunt spool at full load	6,130
Ampere feet	24,800
Total radiating surface of one field spool	530 square inches
Proportion available for shunt = $\frac{6130}{8900} \times 530$	365 „
Permit 40 watts per square inch at	20 deg Cent
$365 \times 40 = 146$ watts per shunt spool at	20 „
And 168 watts per shunt spool at	60 „

$$\text{Shunt copper per spool} = \frac{31 \times 615}{146} = 131 \text{ lb} \left[ \text{Lb} = \frac{31 \times \left( \frac{\text{amp feet}}{1000} \right)^2}{\text{watts}} \right]$$

Plan to have 80 per cent of the available 550 volts, *i.e.*, 440 volts, the terminals of the field spools when hot, the remainder being connected in the field rheostat. This is 382 volts at 20 deg Cent, or 63.5 lbs per spool. Hence require  $\frac{146}{63.5} = 2.3$  amperes per spool

Turns per shunt spool = $\frac{6130}{23}$	=	2660
Length of 2660 turns		10,800 ft
Pounds per 1000 ft		12 1
No 14 B and S has 12 1 lb per 1000 ft		
Bare diameter		0641 in
D C C diameter		075 "
Cross-section		00323 square inch
Ampere per square inch		710
Length of the portion of winding space available for shunt winding, 65 in		
Winding consists of 33 layers of 81 turns each, of No 14 B and S		

### SERIES WINDING

The series winding is required to supply 2770 ampere turns at full load of 455 amperes.

Planning to divert 25 per cent through a rheostat in parallel with the series winding, we find we have  $75 \times 455 = 342$  amperes available for the series excitation, hence each series coil should consist of

$$\frac{2770}{342} = 8 \text{ turns}$$

Mean length of series turn	48.5 in
Total length of eight turns	388 "
Radiating surface available for series spool	165 square inches
Permit 40 watt per square inch in series winding at 20 deg Cent	
Watts lost per series spool at 20 deg Cent = $40 \times 165$	= 66
Hence resistance per spool at 20 deg Cent = $\frac{66}{342^2}$	= 00057 ohms
Copper cross-section = 46 square inch	
Series winding per spool may consist of eight turns made up of four strips of sheet copper 23 in $\times$ 050 in	
Weight of series copper in one spool = 58 lb	
Current density series winding = 740	

### THERMAL CALCULATIONS

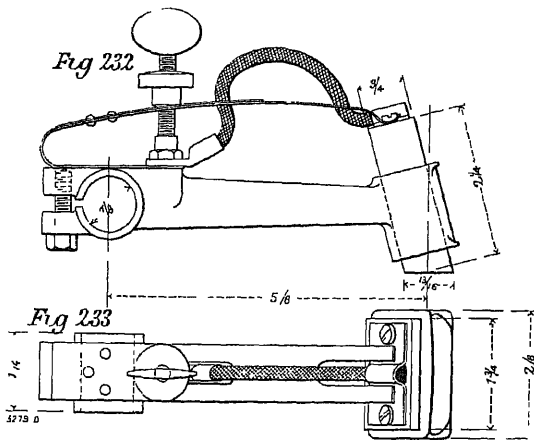
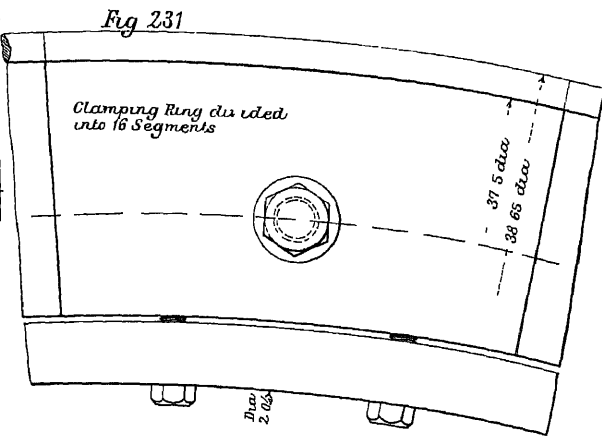
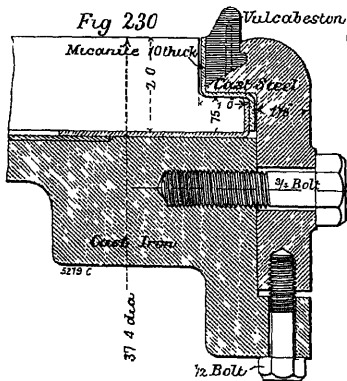
#### Armature

C <sup>2</sup> R loss at 60 deg Cent	5050 watts
Core loss	4000 "
Total armature loss	9050 "
Peripheral radiating surface of armature	4700 square inches
Watts per square inch radiating surface	1.93
Peripheral speed armature feet per minute	3850
Assumed increase of temperature per watt per square inch in radiating surface as measured by increased resistance =	25 deg Cent
Hence estimated total increase temperature of armature =	48 "
	2 G



Commutator

Area of all positive brushes	13 1 square inch
Amperes per square inch brush-bearing surface	35 amperes
Ohms per square inch bearing surface carbon brushes	03 ohm
Brush resistance, positive and negative	0046 "
Volts drop at brush contacts	2 1 volts
C <sup>r</sup> R at brush contacts	950 watts
Brush pressure, assumed 1 25 lb per square inch	32 8 lb

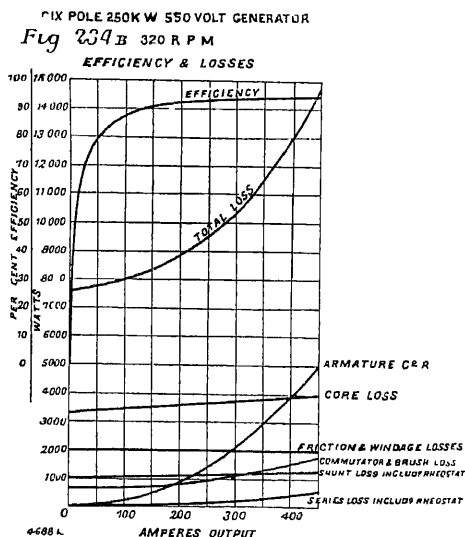
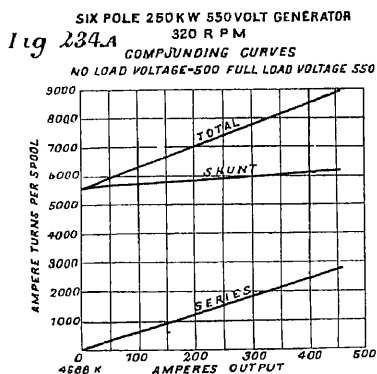
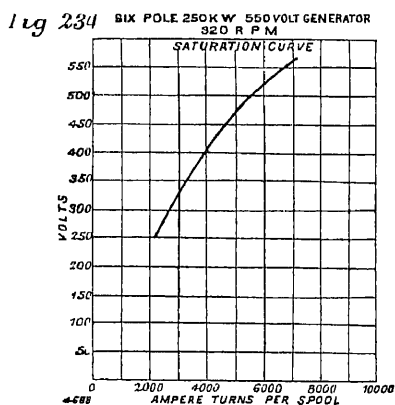


Coefficient friction	3
Peripheral speed of commutator, feet per minute	3130
Brush friction	700 watts
Allowance for stray power lost in commutator	150 "
Total commutator loss	1800 "
Radiating surface in square inches	1100
Watts per square inch radiating surface of commutator	1 64
Increase of temperature per watt per square inch radiating surface	20 deg Cent
Total estimated increase of temperature of commutator	33 " "

EFFICIENCY CALCULATION

Output, full load	Watts 250,000
Core loss	4,000
Commutator and brush losses	1,800
Armature C <sup>2</sup> R at 60 deg Cent	5,050
Shunt spools C <sup>2</sup> R at 60 deg Cent	1,000
„ rheostat at 60 deg Cent	250
Series spools C <sup>2</sup> R at 60 deg Cent	460
„ rheostat at 60 deg Cent	150
Friktion in bearings, and windage	2,000
	<hr/>
	264,710

Commercial efficiency at full load and 60 deg Cent 94 ± per cent



WEIGHTS

Armature	Lb
Magnetic core	2,100
Teeth	210
Spider	860
Shafting	1,700
End flanges	750
Copper	730

*Commutator*

Segments	680
Spider	530
Rings	260
Other parts of armature and commutator	180
Armature complete, including commutator and shaft	8,000

*Field*

Six pole-pieces and magnet core	2,400
Magnet yoke	5,000
Six shunt coils	790
Six series coils ...	350
Total spool copper	1,140
Brush gear	300
Bedplate and bearings	2,600
Machine complete	20,000

Fig 235

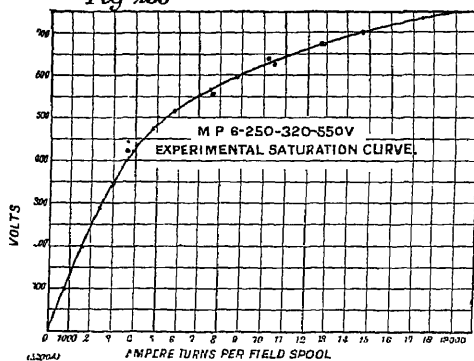
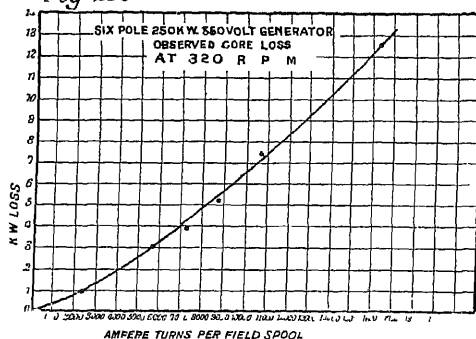


Fig 236



In Figs 234, 234A, and 234B are given saturation, compounding, and efficiency curves in accordance with estimated values. This machine has recently been completed. Figs 235 and 236 show the results of saturation and core loss tests. They agree very well with the predetermined values of the above specification. As shown in Fig 235, the excitation required at no load and 500 volts was, by observation, 5400 ampere turns, as against the predetermined value of 5570 ampere turns given in the calculation on page 224.

## CORE LOSSES IN MULTIPOLAR COMMUTATING MACHINES

In determining the core losses of electric generators, it is frequently convenient to resort to empirical devices, as a check upon more theoretical methods, owing to the conditions in practice affecting the results. As

already explained in an earlier section of this series, the machine-work upon the armature, the periodic variations in the magnetic reluctance, with resulting eddy current and hysteric losses in the magnet frame, and the eddy currents in the armature conductors, supports, shields, &c, all tend to introduce uncertain factors

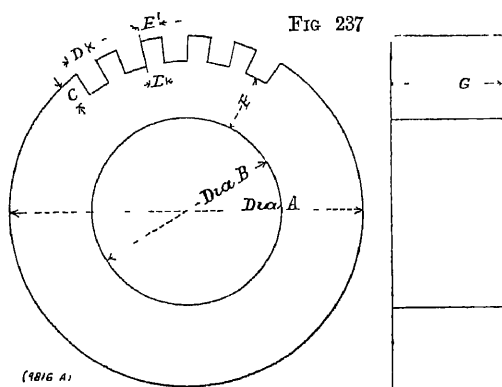
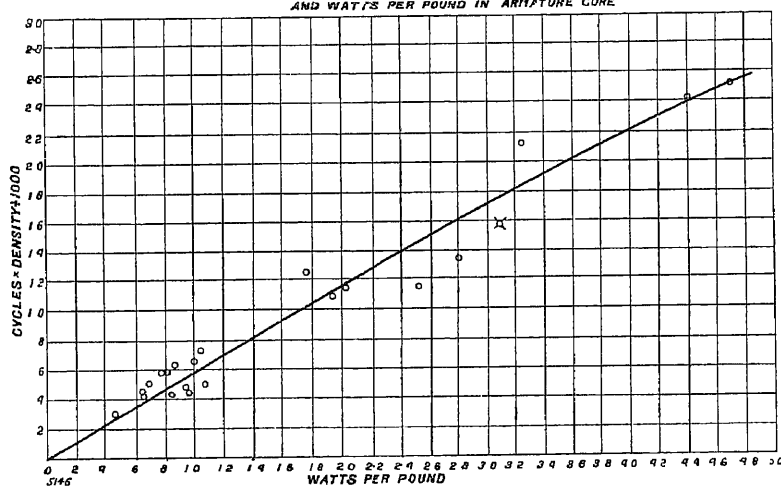


FIG 238

CURVE EXHIBITING THE RELATION BETWEEN  
CYCLES PER SECOND AND LINES DENSITY BELOW SLOTS-1000  
AND WATTS PER POUND IN ARMATURE CORE



In the Table on page 230 are set forth the dimensions and the observed core losses of twenty-three large multipolar commutating machines, in the design of which there was a wide range of periodicities and magnetic densities. The results set forth in this Table are useful in drawing practical conclusions as to the probable core losses of new designs. Although in these designs the rate of dissipation of energy in the teeth is high, the small percentage which the mass in the teeth bears to the total

TABLE LXIX — DIMENSIONS AND OBSERVED CORE LOSSES OF TWENTY-THREE COMMUTATING GENERATORS

Number of Poles	Speed, Revolutions per Minute	Date of Construction	External Diameter of Armature (A)	Internal Diameter of Armature Laminations (B)	Depth of Armature Slot (C)	Width of Arm Slot (D)	Width of Tooth at Root (E)	Width of Tooth at Arm (F)	Five (L)	Depth of Laminations below Slot (F)	Gross Width of Core (G)	Effective Width of Core (H)	Ratio of Pole Arc to Pitch	Number of Slots	Megajoules Flux Enter in Armature per Pole	Number of Teeth As Summed to Transmute Flux per Pole	Apparent Density at Root Teeth in half Line	Density below Slots in Half Line	Total Observed Core Loss in Watts	Weight of Laminations below Slots	Weight of Teeth	Total Weight of Laminations	Watts of Core Loss per Pound	Cycles per Second = C	Half-line of Density below Slots = D	$\frac{CD}{1000}$	$h \left( \frac{CD}{1000} \times h = \right)$ Watts per Pound
6	100	1897	59.25	38.5	1.068	3.9	4.07	4.36	5.7	7.025	21.25	10.9	68	108	25.6	21	154	87	5,350	6100	660	6760	79	5.00	.48	4.85	1.82
8	85	1898	59.25	42.5	1.75	4.9	5.07	5.76	8.5	10.25	18.125	14.6	67	160	13.9	15	125	50	2,260	4250	620	8750	47	5.66	.56	318	1.48
8	90	1898	72	53.15	1.8	6	4.81	5.25	8.75	10.25	24.75	18.9	74.2	198	23.95	20	137.2	83.2	9,300	7770	965	8735	1.06	6.00	.832	499	2.12
6	120	1898	59.25	38.5	1.025	4.1	3.82	4.275	8.75	10.25	16.25	12.375	64.2	220	10.4	26	183	75.7	3,265	4730	965	8735	1.06	6.00	.757	454	1.43
8	100	1898	72	53.125	1.762	3.05	4.21	3.67	8.75	10.25	25.25	20.0	73	312	27.3	31	137	89	7,000	5300	1050	9350	.81	6.66	.80	595	1.86
6	135	1898	59.25	38.5	1.025	4.16	3.84	4.20	8.75	10.25	14.25	9.9	74	220	13.3	29	129	76	2,760	3003	4,000	4,000	.69	6.75	.70	513	1.35
6	150	1897	53	31.54	1.7	3.3	3.29	3.73	9.08	10.76	18.25	18.238	70	246	24.04	32	125.2	73	5,270	6720	724	6,644	.794	7.50	.73	547	1.45
6	150	1897	50.25	38.5	1.025	4.4	4.37	4.90	8.75	10.76	16.76	12.325	65	200	13.08	24	100.8	65.8	4,150	4690	545	5,235	.794	7.50	.583	437	1.82
10	90	1898	88.5	68.1875	1.8	6.66	4.45	4.90	10.2	13.5	13.5	16.3	69	240	19	19	146	61	9,250	8650	880	9,330	.97	7.50	.61	457	2.12
6	150	1898	43	20.75	1.5	4.2	3.96	4.57	8.125	15.25	15.25	11.9	70	154	12.5	20	133	65	2,510	2950	330	2,680	.94	7.50	.65	487	1.93
8	120	1898	72	53.1	1.73	4.15	3.46	3.56	7.72	27.625	27.625	22.05	76	272	3.08	28	140.5	90.9	10,670	9170	1070	10,240	1.04	8.00	.999	727	1.43
8	120	1898	66	46.75	1.025	4.4	3.83	4.24	8	18.125	18.125	14.6	78	240	13.1	25	130	78	5,480	5660	650	6,300	.87	8.00	.78	625	1.39
10	100	1897	32.625	25.44	1.75	5.9	4.78	5.39	5.44	17.625	17.625	12.7	65	180	11.1	14	130	94	4,050	3500	560	4,060	1.00	8.33	.78	650	1.54
8	150	1897	45.125	34.25	1.3125	4.5	3.54	4.05	4.13	12.125	12.125	10	76	167	7.75	18	122	94	3,900	1400	230	1,630	2.02	10.00	.94	940	2.14
10	140	1898	59.25	38.49	1.48	5.2	3.63	4.075	8.90	14.75	14.75	11.925	76	167	7.75	18	121	87	3,210	4480	364	4,844	.664	11.70	.373	436	1.52
6	250	1897	31.5	10.06	1.5	4.4	3.74	4.58	4.42	4.42	12	9.11	788	110	7.05	16	137	87.6	2,010	860	176	1,086	1.94	12.50	.876	1.09	1.17
6	300	1896	59.25	37.4	1.025	5.8	4.65	5.24	9.3	14.5	14.5	11.6	67	168	10.6	21	144	77	12,520	4460	511	497	2.52	15.00	.77	1.15	2.18
8	230	1898	45.125	34.25	1.3125	4.74	3.33	3.85	4.125	9.5	9.5	7.875	67	165	5.22	16	132	80.3	2,230	1100	170	1,270	1.75	15.35	.803	1.23	1.42
6	400	1897	45	30.084	1.178	4.12	2.54	0.23	5.68	15	15	11.8125	715	192	11.05	24	141	78.3	7,800	2395	240	2,535	3.08	20.00	.783	1.50	1.96
12	270	1899	84	62	1.25	4.4	4.40	4.71	9.75	12.5	12.5	9.9	722	288	10.4	17	134	54	19,850	6500	500	7,000	2.8	25.0	.54	1.35	2.08
6	600	1895	25	17.5	1.0	3.42	2.53	3.35	3.65	7.25	7.25	6.1875	75	130	3.63	18	134.6	80.4	2,335	424	106	530	4.41	30.00	.804	2.41	1.83
6	600	1898	30	16.55	1.30	3.2	3.64	4.275	5.423	9	9	6.75	733	126	5.10	17	132	70.4	2,735	711	124	835	3.26	30.00	.704	2.11	1.54
6	600	1897	26.5	17.75	1.312	3.7	2.30	2.96	9.06	8	8	7.38	68	125	3.75	16	138	83	2,430	425	90	515	4.70	30.00	.83	2.49	1.89

### *Core Losses in Multipolar Commutating Machines*

mass of the core of the armature, makes it practicable, as shown results given in the Table, to draw conclusions from a comparison watts per pound of total laminations as related to the periodicity and density below slots. But this would not be found to be the case, when tooth densities are chosen, lying within the limits generally a since the higher the density in the projections, the more considerable loss due to eddy currents in the embedded copper conductors, sequence of the stray field crossing them. Another factor affecting value of the core loss in commutating dynamos, is the influence conditions during commutation of coils, in relation to which the frequency of commutation has an important bearing.

The curve given in Fig. 238 is plotted from the tabulated results and will be found useful for this type of machine.

Suppose, for example, we wish to predetermine the core loss of a multipolar generator having, say, eight poles and running at 240 rev per minute. From previous calculations we find it requires 7000 lb of total laminations, including teeth and core body, allowing a working density of 76 kilolines per square inch cross-section area of core body. Now, eight poles at 240 revolutions per minute will give sixteen cycles per second.

$$\frac{\text{Cycles} \times \text{density in kilolines}}{1000} = \frac{16 \times 76}{1000} = 1.22$$

According to curve, Fig. 199, we obtain 2.1 watts per pound, therefore, with 7,000 lb, the total core loss will be  $2.1 \times 7,000 = 14,700$  watts.

For the range of periodicity and flux density covered by the tabulated machines, an average value of 1.7 is obtained for  $K$ . The following approximate rule is derived —

$$\text{Watts per lb} = 1.7 \times \text{cycles per second} \times \text{kilolines density}$$

## ELECTRIC TRACTION MOTORS

Motors for electric traction must, from the nature of their work, be designed to be reversible, and to have the brushes set in a fixed position at a point midway between pole ends. Since the brushes cannot be shifted, the magnetic field cannot be utilised to reverse the current in the short-circuited coil, in fact, whatever impressed magnetic flux is passing through the coil while it is short-circuited under the brush, is in such a direction as to tend to maintain the current in its original direction, instead of assisting to reverse it. The commutation may be termed brush commutation, and the commutating element is in the resistance of the brushes. For satisfactory commutation, traction motors are designed with very high magnetisation at full load. Much higher densities are practicable, as regards the heating limit, than in machines running at constant loads, since the average current intake by a traction motor is not ordinarily above one-fourth of its rated capacity, so that in average work the magnetisation of the air gap and armature core is not very different from that in machines designed for constant load. At rated capacity, however, the magnetisation in the projections and armature core is frequently 50 per cent higher than in machines designed for constant load, and at rated load the heat generated per square inch of radiating surface is generally more than double that of machines for constant load.

Because of the unfavourable commutating conditions, the armature reaction of railway motors and the reactance voltage of the short-circuited coil, should be comparatively small at rated capacity. This is the more important on account of the desirability of lessening the diameter of the armature, so as to shorten the magnetic circuit and diminish the weight of the motor. Material progress has been made in this direction by putting three or even four, coils in one slot, where in former practice but one, corresponding to one commutator bar, was placed in one slot. This is a condition which would be adverse to satisfactory commutation with reasonable heating, in large generators for constant load, but in the case

of railway motors, on account of the lesser number of projections and consequent less room occupied for insulation, the cross-section of the projections has been increased so that a higher magnetisation in the gap is permissible, under which condition sparking is diminished at heavy loads. A material advance has been made in efficiency at average loads, and in sparking, by greatly increasing the magnetisation of the armature core proper.

It may be fairly said that all efforts to improve commutation have been, first, to increase magnetisation, so that distortion is diminished, and secondly, to diminish the inductance of the armature coils by employing open and wider slots. Machines have been constructed of 300 and 400 horse-power capacity, capable of being reversed in either direction without much sparking. That the commutation is never so perfect as in the case of machines where the reversing field can be utilised, is shown by the gradual roughening of the commutator, which requires more attention than in the case of generators or other non-reversible machines. The remarkable progress that has been made in the design of this class of machinery will be apparent by comparing the drawings and constants of well-known types of machines, with those of machines constructed but a few years ago.

#### DESCRIPTION OF A GEARED RAILWAY MOTOR FOR A RATED DRAWBAR PULL OF 800 LB. AT A SPEED OF 11.4 MILES PER HOUR

This motor has been in extensive use for some years, hence it does not represent the latest developments, except in so far as modifications have been introduced from time to time. The fundamental design, however, is not in accordance with the best examples of recent practice. On account of its established reputation for reliability, it is still, however, built in large numbers. Its constants are set forth below, in specification form, and in Figs. 239 to 254, pages 234, 236, and 240, are given drawings of the motor.

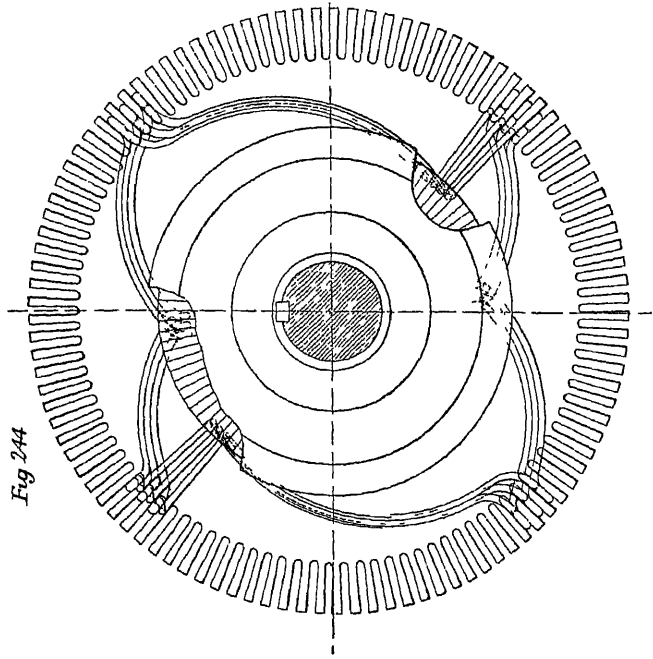
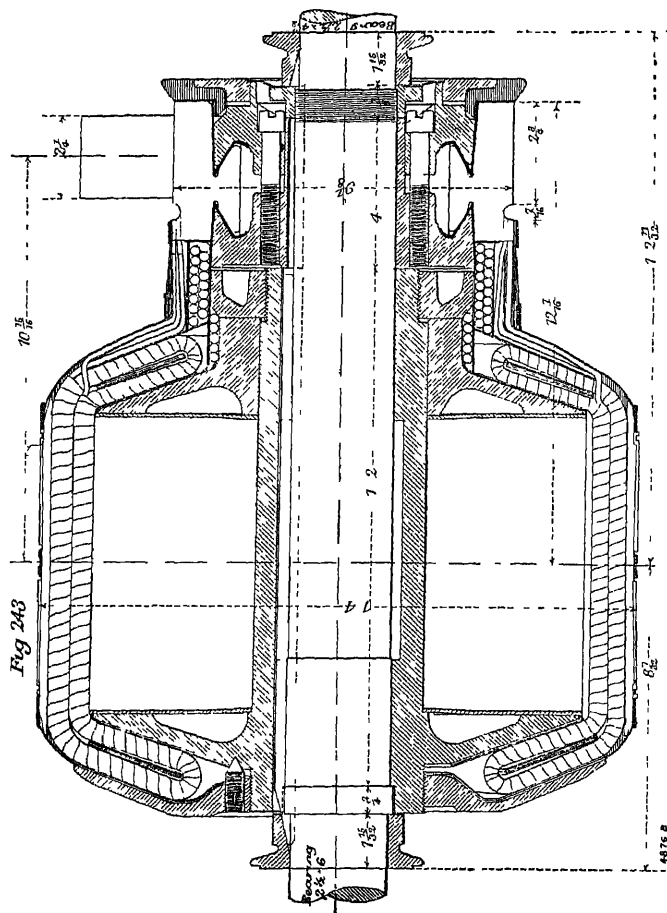
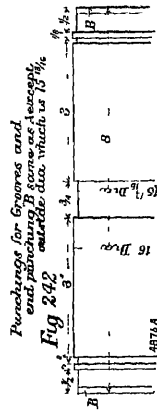
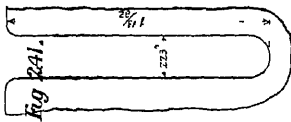
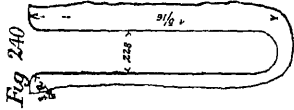
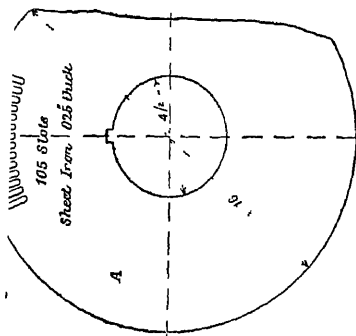
##### SPECIFICATION

Number of poles	4
Rated drawbar pull	800 lb

Under standard conditions at this rating, the field windings are  
2 H



# Electric Generators



connected in parallel with an external shunt which diverts from the field winding, 30 per cent of the total current

Revolutions of armature per minute at this rating	555
Number of teeth on armature pinion	14
"    "    axle gear	67
Ratio of gear reduction	4.78
Revolutions of axle per minute	116
Speed of car in feet per minute on 33-in wheels	1000
"    miles per hour    "	11.4
Foot-pounds per minute, output for above drawbar pull and speed	800,000
Horse-power output for above drawbar pull and speed	24.2
Kilowatts output for above drawbar pull and speed	18.1
Efficiency of above rating, motor warm	79.5 per cent
Corresponding kilowatts input	22.8
"    amperes    "	45.5
Terminal voltage	500
Frequency in cycles per second at rated conditions	18.5

#### DIMENSIONS

##### Armature

Diameter over all	16 in
"    at bottom of slots	13.2 "
Internal diameter of core	4 $\frac{1}{2}$ "
Length of core over all	8 "
Effective length, magnetic iron	7.2 "
Pitch at armature surface	12.6 "
Japan insulation between laminations	10 per cent
Thickness of laminations	.025 in
Depth of slot	1.40 "
Width of slot at root, die punch	.240 "
"    "    surface, die punch	.240 "
Number of slots	105
Minimum width of tooth	1.64 in
Width of tooth at armature face	2.39 "
Size of armature conductor, B and S gauge	No. 9
Base diameter of armature conductor	1.14 in
Cross-section	0.102 square inch

##### Magnet Core

Length of pole face	8 in
"    arc	8.25 "
Pole arc — pitch	6.55 "
Length of magnet core	8 in
Width "    "	7.75 "
Diameter of bore of field	16 $\frac{9}{16}$ "
Length of gap clearance above armature	$\frac{1}{8}$ "
"    "    below    "	$\frac{5}{16}$ "

## Diameter

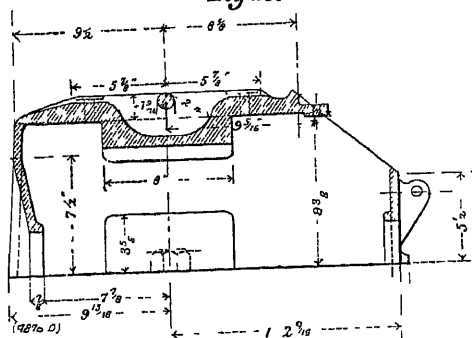
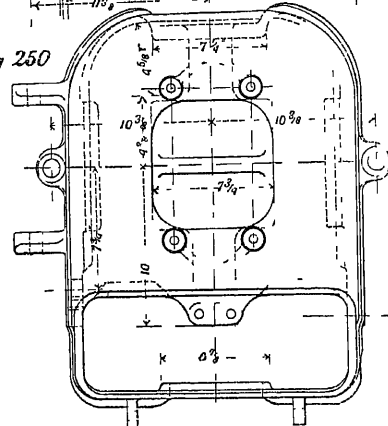
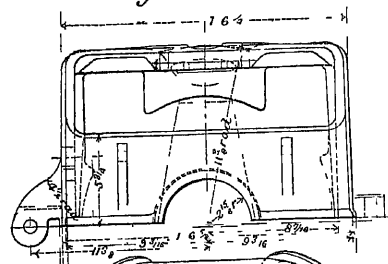
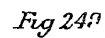
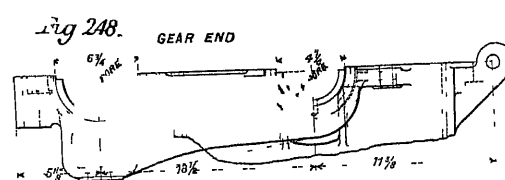
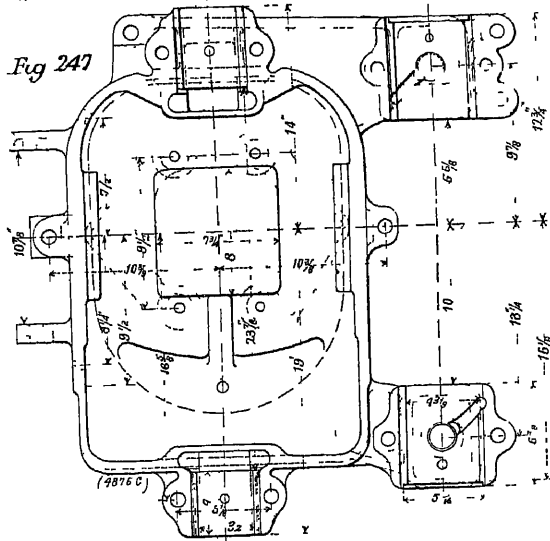
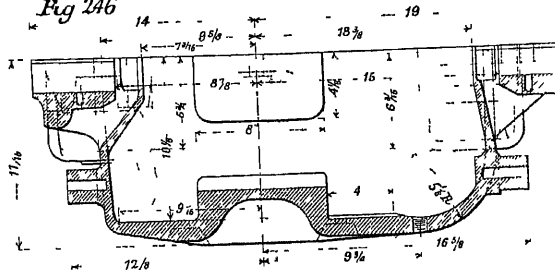
Number of segments

per slot

8½ in

105

1



Width of segment at commutator face

100t

Thickness of mica insulation

Available length of surface of segment .

214 in

.128 „

04 „

 $3\frac{3}{4}$  "

*Brushes*

Number of sets	2
„ brushes in one set	1
Length, radial	2 $\frac{3}{8}$ in
Width	2 $\frac{1}{4}$ „
Thickness	5 „
Area of contact of one brush	1 125 square inches
Type of brush	radial carbon

## TECHNICAL DATA

Terminal voltage	500
Number of face conductors	840
Conductors per slot	8
„ coil	4
Number of circuits	2
Style of winding	Single
Gramme ring or drum	Drum
Type of construction of winding	Formed coil winding
Number of coils	105
Mean length of one armature turn	43 in
Total armature turns	420
Turns in series between brushes	210
Length between brushes	9000 in
Cross-section of one armature conductor	0102 square inch
Ohms per cubic inch at 20 deg cent	00000068 ohms
Resistance between brushes at 20 deg Cent	305 „
„ „ 95 „	394 „
Volts of drop in armature at 95 „	18
Mean length of one field turn	46 5 in
Field conductor, B and S gauge	No 6
Bare diameter	162 in
Cross-section of field conductor	0205 square inch
Turns per field spool	203
Number of field spools	2
Total field turns in series	406
„ length of spool copper	18 800 in
„ resistance of spool winding at 20 deg Cent	625 ohm
„ „ 95 „	81 „
Thirty per cent of the main current of 45 5 amperes is diverted from the field winding by a suitable shunt resistance, hence current in field winding is	32 amperes
Volts drop in field winding at 95 deg Cent	26 volts
Resistance brush contacts (positive <i>plus</i> negative)	055 ohm
Volts drop in brush contacts	2 5 volts
„ armature, field, and brushes	46 5 „
Counter electromotive force of motor	453 5 „
Amperes per square inch in armature winding	2230
„ „ field . . .	1560

## *Electric Generators*

### *Commutation*

Average voltage between commutator segments	18
Armature turns per pole	105
Amperes per turn	22.8
Armature ampere turns per pole	2400
Frequency of commutation (cycles per second)	250
Number of coils simultaneously short-circuited per brush	3
Turns per coil	4
Number of conductors per group simultaneously undergoing commutation	24
Flux per ampere turn per inch length of armature lamination	20
Flux linked with 24 turns with one ampere in those turns = $20 \times 8 \times 24 =$	3840
Inductance of four turns = $4 \times 3840 \times 10^{-8} =$	000154 henrys

But in a two-circuit winding with four poles and only two sets of brushes, there are two such four-turn coils in series, being commutated one brush, and then inductance is =  $2 \times 000154 = 000308$  henrys

Reactance of these two short-circuited coils	484 ohm
Amperes in short-circuited coils	22.8
Reactance voltage of short-circuited coils	11 volts

### MAGNETOMOTIVE FORCE

Megalines entering armature, per pole-piece	2.92
Coefficient of magnetic leakage	1.25
Megalines per field-pole	3.65

### *Lamination*

Section	62.8 square inches
Density	46.5 kilols
Length (magnetic path)	4 in
Ampere turns per inch of length	8
„ for armature core	30

### *Teeth*

Transmitting flux from one pole-piece	19
Section at roots	22.5 square inches
Length	1.4 in
Apparent density at root tooth	130 kilols
Corrected „ „	125 „
Ampere turns per inch of length	700
„ for teeth	980

### *Gap*

Section at pole face	66 square inches
Length, average of top and bottom	14 in
Density at pole face	44 kilols
Ampere turns for gap	1920

*Cast-Steel Portion of Circuit*

Average cross-section	52 square inches
Length, magnetic	9 in
Average density	70 kilols
Ampere turns per inch of length	35
„ for cast-steel frame, per pole-piece	320

Only two of the four poles carry exciting windings, hence of the 203 turns on one spool, only 101.5 are to be taken as corresponding to one pole-piece. Thirty per cent of the main current being diverted from the fields, the field exciting current is 32 amperes, and field ampere turns per pole-piece are  $32 \times 101.5 = 3250$  ampere turns. These are probably distributed somewhat as follows:

Ampere turns for armature core	30
„ „ teeth	980
„ „ gap	1920
„ „ frame	320
<hr/>	
Total ampere turns per pole-piece	3250

## THERMAL CONSTANTS

*Armature*

Resistance between brushes at 95 deg Cent	394 ohm
Amperes input at rated capacity	45.5 amperes
Armature C <sup>2</sup> R loss at 95 deg Cent	815 watts
Total weight of armature laminations, including teeth	314 lb
„ observed core loss (only apparently core loss)	800 watts
Watts per pound in armature laminations	2.55 „
Total of armature losses	1615 „
Length of armature (over conductors)	12 in
Peripheral radiating surface of armature	600 square inches
Watts per square inch peripheral radiating surface	2.7 watts

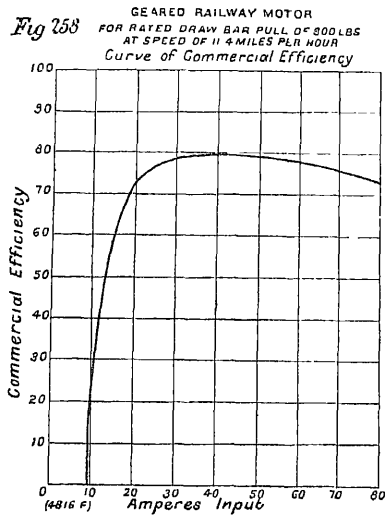
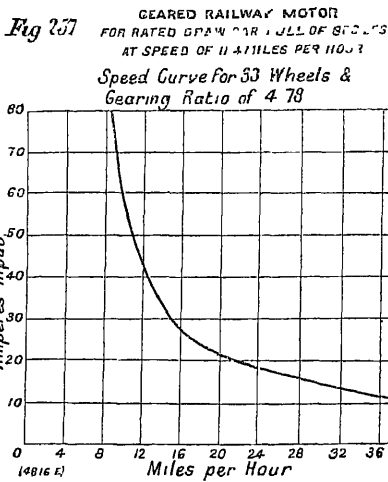
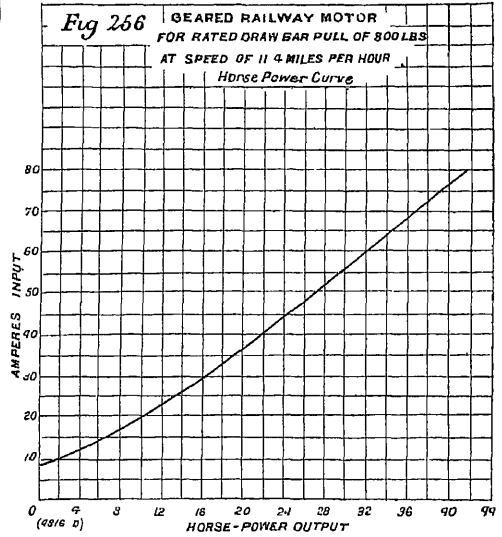
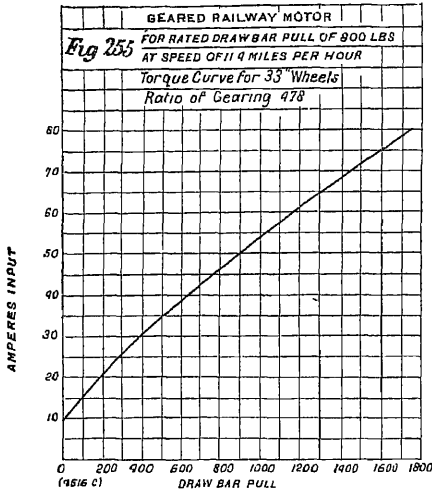
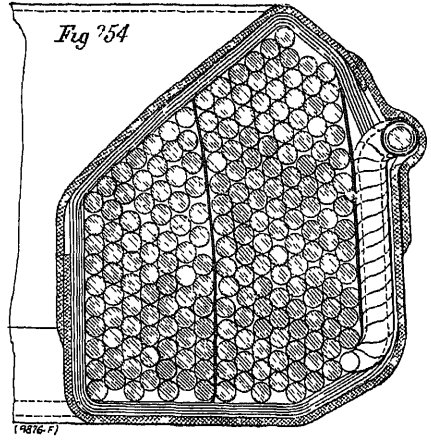
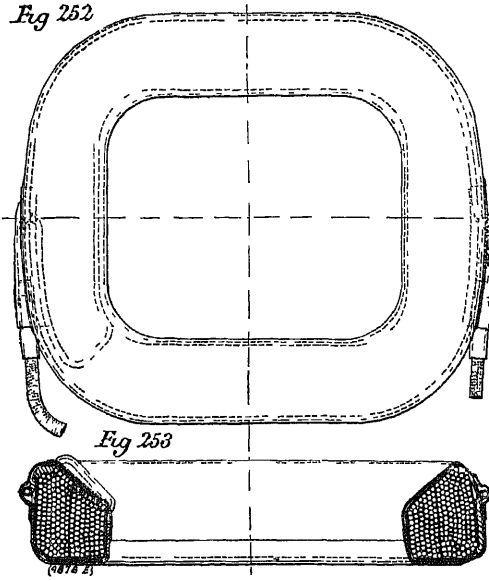
*Field Spools*

Total resistance of the two field spools at 95 deg Cent	81 ohm
Amperes in spool winding	32 amperes
Spool C <sup>2</sup> R loss at 95 deg Cent	830 watts

*Commutator*

Area of bearing surface of positive brush	1.13 square inches
Amperes per square inch of brush bearing surface	40 amperes
Ohms per square inch of bearing surface of carbon brushes	0.3 ohm
Brush resistance, positive + negative	0.53 „
Volts drop at brush contacts	2.4 volts
C <sup>2</sup> R at brush contacts	110 watts
Brush pressure per square inch	2 lb
Total brush pressure	4.5 „

Fig 252



Coefficient of friction	3
Peripheral speed of commutator, feet per minute	1240 ft
Brush friction	36 watts
Stray power lost in commutator (allowance)	50 „
Total commutator loss	198 „
Peripheral radiating surface	100 square inches
Watts per square inch radiating surface of commutator	2 watts

## EFFICIENCY CALCULATIONS

	Watts
Output at rated capacity	18,100
Core loss	800
Commutator and brush loss	198
Armature C <sup>2</sup> R loss at 95 deg Cent	815
Field spool C <sup>2</sup> R „ „	830
Gearing friction	2,000
Total input	22,743

Commercial efficiency at rated capacity and 95 deg Cent = 79.5 per cent <sup>1</sup>

## WEIGHTS

	lb
Armature core (magnetic)	250
„ teeth	67
„ copper	60
Commutator bars	45
Armature complete	635
Magnet pole	520
Spool copper	129
Machine complete	1525

In Figs 255, 256, 257, and 258 are given respectively curves of draw-bar pull, output, speed, and efficiency for this motor

In many of the more modern street-railway motors, the design has followed lines differing in many respects from those of the motor just described. Thus several armature coils are arranged in one slot, largely reducing the number of slots, and the pole-faces are laminated, since otherwise these few wide slots would set up too great an eddy current loss in the pole-face. It has been found preferable to have one field spool per pole-piece, instead of having two salient and two consequent poles. The armature diameter has been largely reduced, and sparking is minimised by running not only the teeth, but also the core, up to extremely high magnetic density, nevertheless, owing to the greatly reduced mass of the

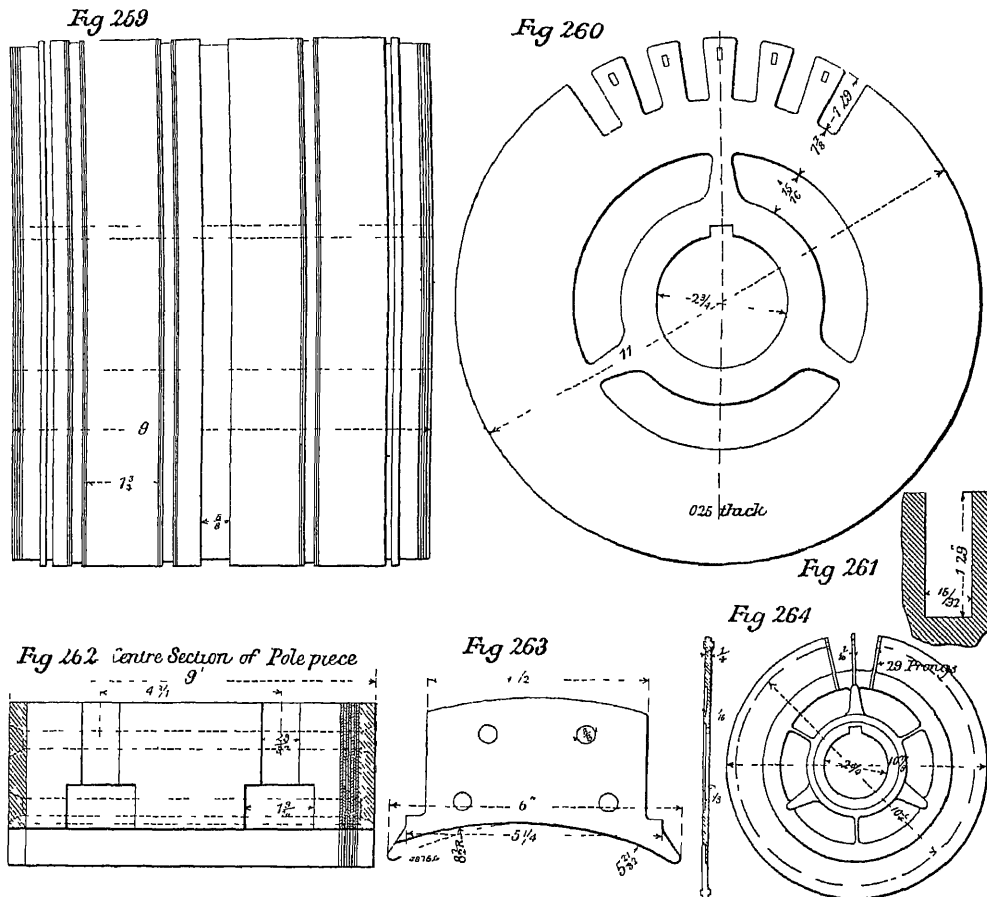
<sup>1</sup> In this result, the loss in the diverting shunt to the field spool winding is not allowed for



armature iron, the core loss is small. A motor designed on these lines, and of not very different capacity from the one just described, will next be described.

GEARED RAILWAY MOTOR FOR A RATED OUTPUT OF 27 HORSE-POWER AT AN ARMATURE SPEED OF 640 REVOLUTIONS PER MINUTE

The rating of this motor is in accordance with the now generally accepted standard practice of limiting the temperature rise of field and



armature to 75 deg Cent, as measured by thermometer after a full-load run of one hour's duration. The motor is illustrated in Figs 259 to 277 inclusive.

Applying this same standard permissible temperature rise to runs of different durations, the following Table gives the corresponding ratings at 500 terminal volts.

Length of Run	Hours	Amperes	Horse Power
$\frac{1}{2}$		75	38 2
1		51	27
$1\frac{1}{2}$		39 5	21 3
2		32 5	17 5
3		23 5	12 5
4		17	8 6
5		14 5	6 9
6		14	6 6

Fig 265

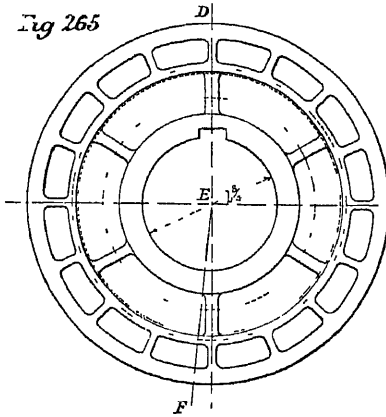


Fig 266

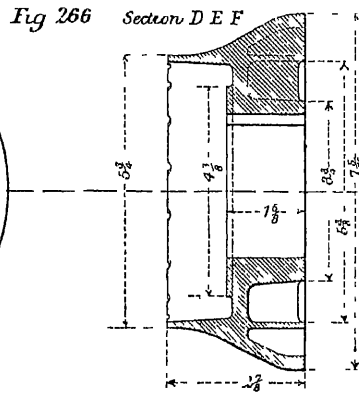


Fig 267

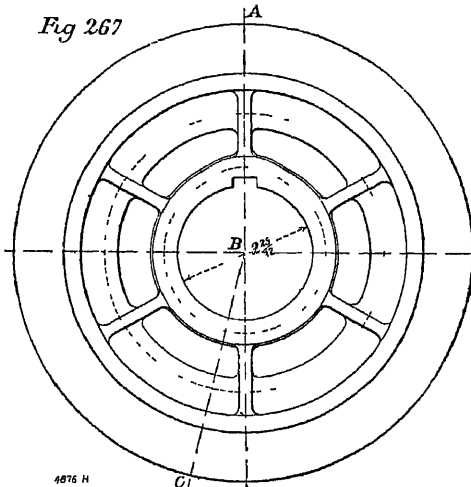
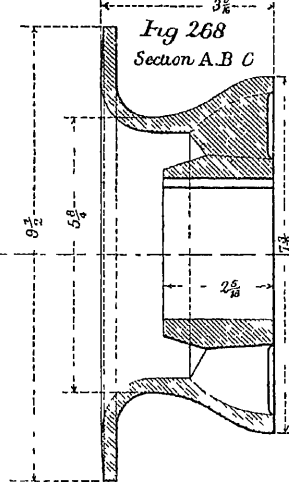


Fig 268



The following specification is prepared on the basis of the rating of 27 horse-power for one hour's continuous operation at full load. In tramway service, of course, the motor is on the average called upon to develop but a small percentage of its full capacity, and hence such a motor, when continuously in service under normal conditions, runs much cooler than the above-quoted temperatures.

## SPECIFICATION

Number of poles	4
Rated horse-power output	27
„ kilowatts	20.2
Efficiency at above rating and at 95 deg Cent	79 per cent

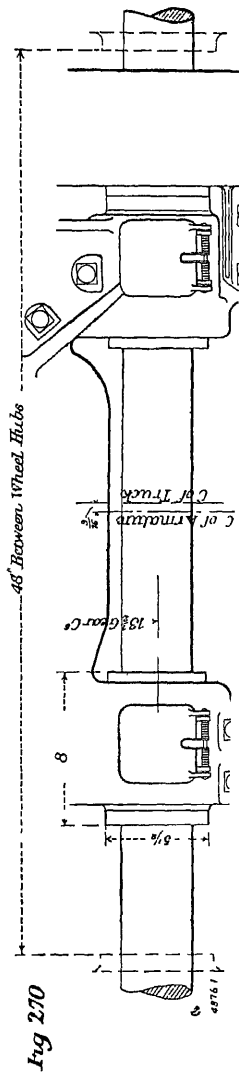
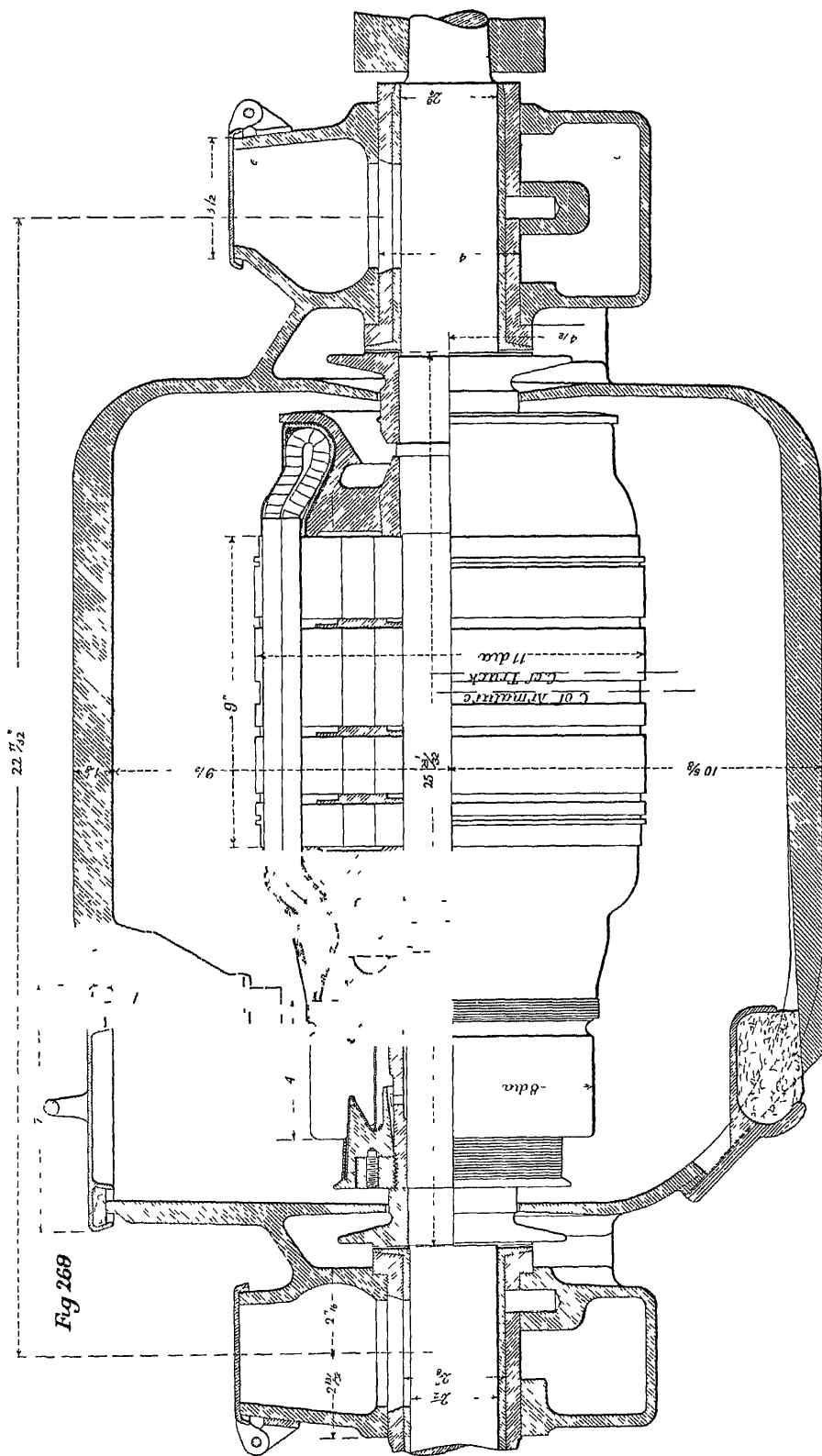
The efficiency is a little higher at lighter loads, and is at its maximum at about two-thirds full-rated load, so that it is high throughout the entire range of working, that is, from quarter load to heavy overloads (See efficiency curve in Fig 282.)

Kilowatts input at rated load	25.6
Terminal voltage	500
Corresponding amperes input	51
„ revolutions per minute of armature	610
Number of teeth on armature pinion	14
„ „ axle gear	67
Ratio of gear reduction	4.78
Revolutions of axle per minute	134
Speed of car in feet per minute, on 33-in wheels	1160
„ miles „ hour „	13.1
Output in foot-pounds per minute, at normal rating	890,000
Pounds drawbar pull, at normal rating	770
Frequency at rated conditions in cycles per second	21.4

## DIMENSIONS

*Armature*

Diameter over all	11 in
„ at bottom of slots	8.42 „
Internal diameter of useful magnetic portion of core	6.17 „
Length of core over all	9 „
Number of ventilating ducts, each $\frac{1}{4}$ in wide	3
Effective length of magnetic iron	7.42 in
Pitch at armature surface	8.65 „
Japan insulation between laminations	10 per cent
Thickness of laminations	.025 in
Depth of slot	1.29 „
Width of slot at root	$\frac{1.5}{8}$ „
„ at surface	$\frac{1.5}{8}$ „
Number of slots	29
Minimum width of tooth	4.45 in
Width of tooth at armature face	7.21 „
Size of armature conductor, B and S gauge	No 10
Bare diameter of armature conductors	102 in
Cross-section „ „	0081 square inches



*Magnet Core*

Length of pole face	9 in
"    arc	6 1 "
Pole arc — pitch	69
Length of magnet core	8 $\frac{7}{8}$ in
Width	4 $\frac{3}{8}$ "
Diameter of bore of field	11 $\frac{9}{32}$ "
Length of gap clearance above armature	$\frac{1}{8}$ "
"    "    below    "	3 $\frac{5}{8}$ "

*Commutator*

Diameter	8 in
Number of segments	87
"    segments per slot	3
Width of segment at commutator face	2 13 in
"    segment at root	108 "
Thickness of mica insulation	0.50 "
Available length of surface of segment	2 $\frac{7}{8}$ "

*Brushes*

Number of sets	2
"    in one set	2
Length, radial	2 $\frac{1}{4}$ in
Width	1 $\frac{1}{4}$ "
Thickness	$\frac{1}{2}$ "
Area of contact of one brush	625 square inches
Type of brush	Radial carbon

## MATERIALS

Armature core	Sheet steel
Magnet frame	Cast "
Pole faces	Sheet "
Brushes	Carbon

## TECHNICAL DATA

Terminal voltage	500
Number of face conductors	696
Conductors per slot	24
"    coil	4
Number of circuits	2
Style of winding	Single
Gramme ring or drum	Drum
Type construction of winding	Formed coil winding
Number of coils	87
Mean length of one armature turn	38.5 in
Total armature turns	348
Turns in series between brushes	174
Length between brushes	6700 in
Cross-section of one armature conductor	.0081 square inch

Fig 271

*dotted line represents outline of Insulation Fig 272 Sec A B*

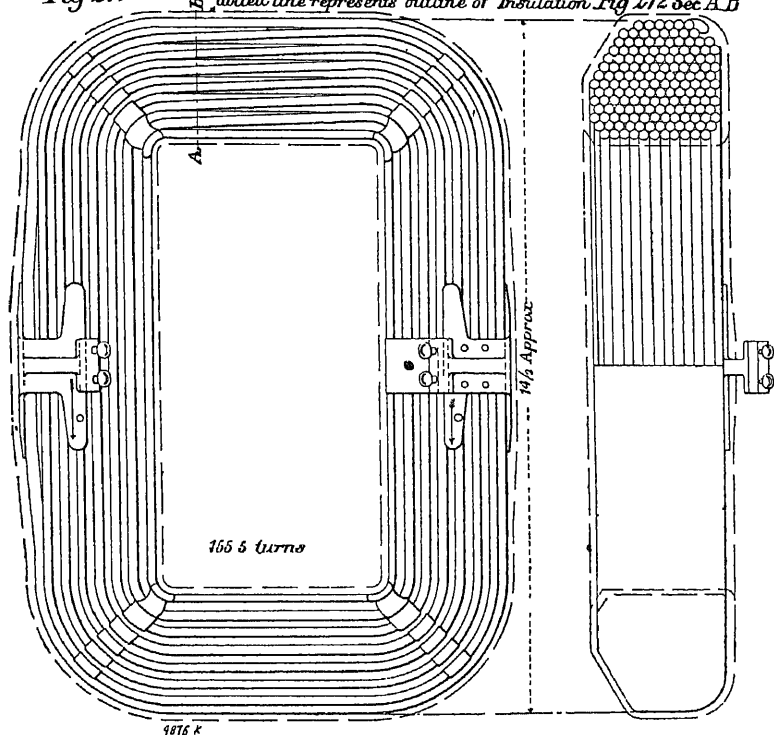


Fig 273

Section  
a b

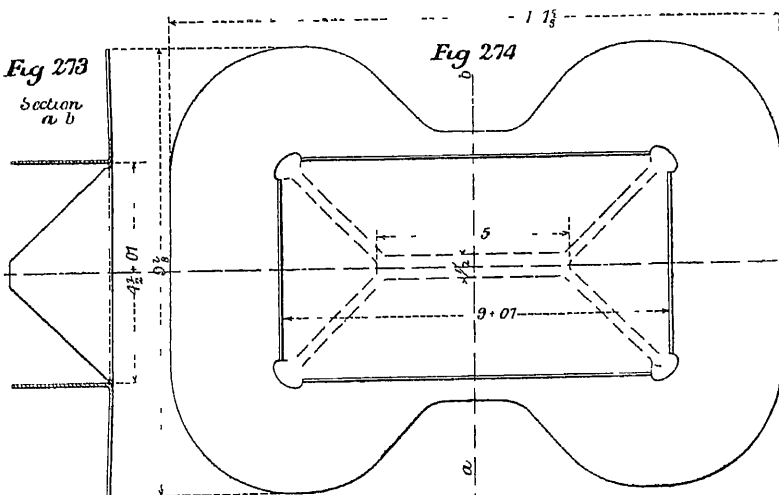
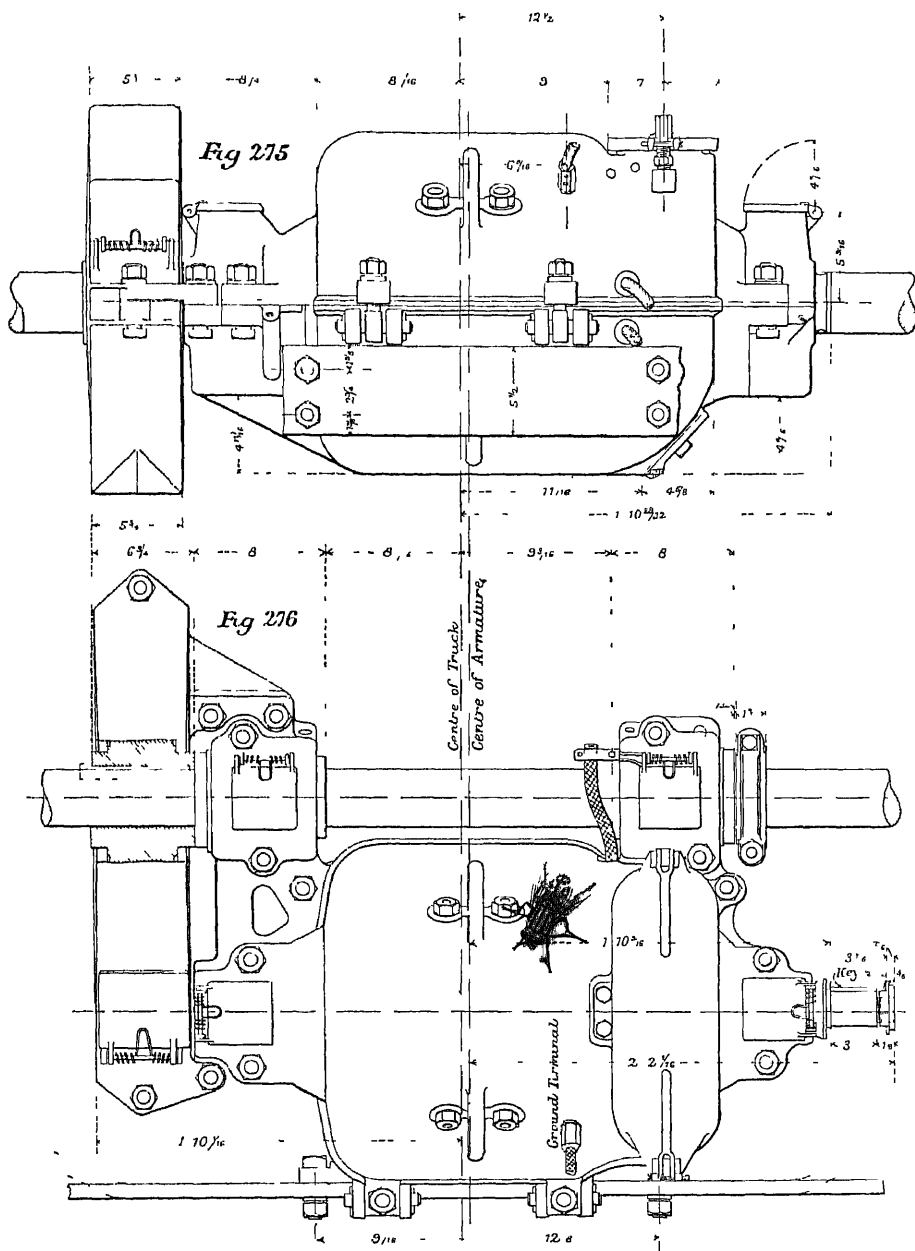


Fig 274

NOTE — — — — — Shows shape of piece before being bent



Ohms per cubic inch at 20 deg Cent	00000068
Resistance between brushes at 20 deg Cent	28 ohm
"    "    "    95    "	36 "
Volts drop in armature at 95 deg Cent	18.3 volts
Mean length of one field turn	36 in
Size of field conductor, B and S gauge	No 5
Bare diameter	182 in
Cross section of field conductor	026 square inch
Turns per field spool	156.5
Number of field spools	4
Total field turns in series	626
"    length of spool copper	22,000 in
"    resistance spool winding at 20 deg Cent	59 ohm
"    "    "    95    "	76 "
Volts drop in field winding at 95 deg Cent	38.6 volts
Resistance brush contacts (positive + negative)	0.48 ohm
Volts drop in brush contacts	2.4 volts
"    "    armature, field, and brushes	59.3 "
Counter electromotive force of motor	441
Amperes per square inch in armature winding	3130
"    "    "    field    "	1920
<i>Commutation</i>	
Average voltage between commutator segments	21
Armature turns per pole	87
Amperes per turn	25.5
Armature ampere turns per pole	2200
Frequency of commutation, cycles per second	270
Number of coils simultaneously short circuited, per brush	2
Turns per coil	4
Number of conductors per group, simultaneously undergoing commutation	16
Flux per ampere turn per inch-length of armature lamination	20 lines
"    linked with 16 turns with 1 ampere in those turns, = $20 \times 9 \times 16$	2880 "
Inductance of four turns = $4 \times 2880 \times 10^{-8}$	000115 henry
In a four-pole, two-circuit winding, and with only two sets of brushes, there are two such four-turn coils in series, being commutated under the brush, and their inductance is	000230 henry
Reactance of these two short-circuited coils	39 ohm
Amperes in short-circuited coils	25.5 amperes
Reactance voltage of short circuited coils	9.9 volts
<i>Magnetomotive Force Estimations</i>	
Megalines entering armature, per pole piece	2.96
Coefficient of magnetic leakage	1.25
Megalines per field pole	3.70
<i>Armature</i>	
Section	16.7 square inch
Density	177 kilols
	2 K





But, as is evident from the drawing of Fig 260, many lines will flow through the inner parts of the punchings, and also, to a certain extent, through the shaft, and a corrected density may be taken of, say, 130 kilolines

Fig 280

GEARED RAILWAY MOTOR  
FOR A RATED OUTPUT OF 27 H P AT AN  
ARMATURE SPEED OF 640 R P M  
Horse Power Curve

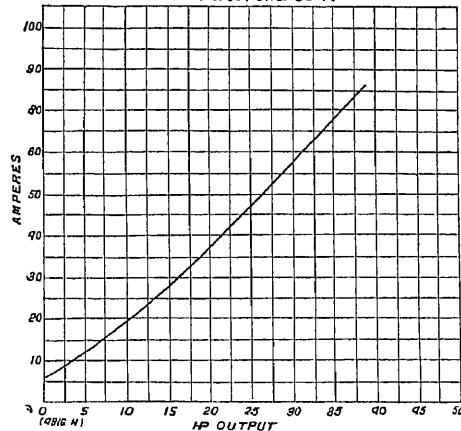


Fig 281

GEARED RAILWAY MOTOR  
FOR A RATED OUTPUT OF 27 H P AT AN  
ARMATURE SPEED OF 640 R P M  
Core Loss Curve

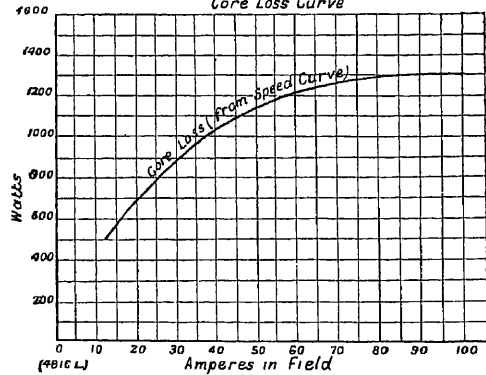


Fig 282

GEARED RAILWAY MOTOR  
FOR A RATED OUTPUT OF 27 H P AT AN  
ARMATURE SPEED OF 640 R P M  
Curve of Commercial Efficiency

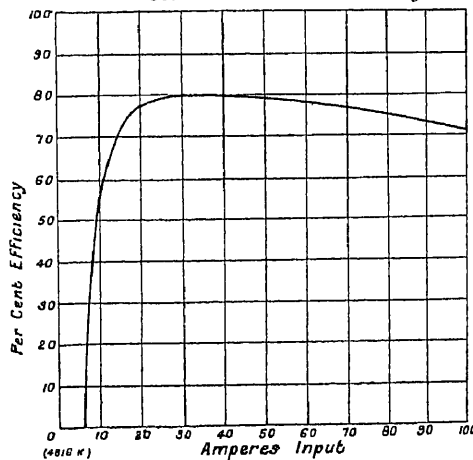
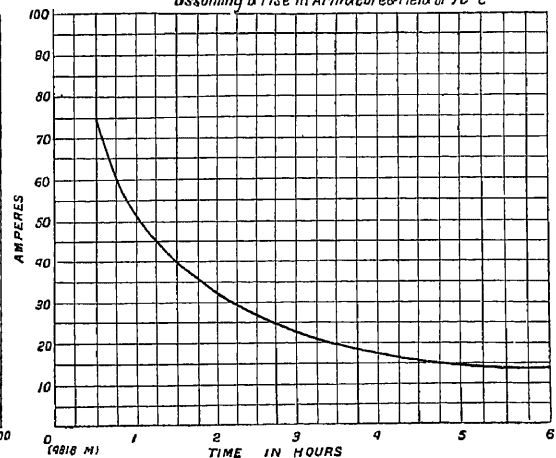


Fig 283

GEARED RAILWAY MOTOR  
FOR A RATED OUTPUT OF 27 H P AT AN  
ARMATURE SPEED OF 640 R P M  
Thermal Characteristic Curve  
assuming a rise in Armature & Field of 75°C



Length (magnetic)  
Ampere turns per inch of length  
,, for armature core

3 in  
900  
2700

Teeth

Transmitting flux from one pole-piece  
Section at root of six teeth  
Length

6  
20 square inches  
1 29 in

Apparent density in root tooth	118
Corrected „ „	138
Ampere turns per inch of length	1300
„ for teeth	1680

*Gap*

Section at pole face	55 square inches
But owing to the special method of constructing the pole-face (see Figs 262 and 263), whereby the entire surface is not equally effective, a corrected section at pole-face should be taken, equal to, say	45 square inches
Mean length of air gap	14 in
Pole-face density (from corrected section)	66 kilols
Ampere turns for gap	2900

*Cast Steel Portion of Circuit*

Average cross-section	39 square inches
Length (magnetic)	7.5 in
Average density	96 kilols
Ampere turns per inch of length	90
„ for cast-steel frame per pole piece	670

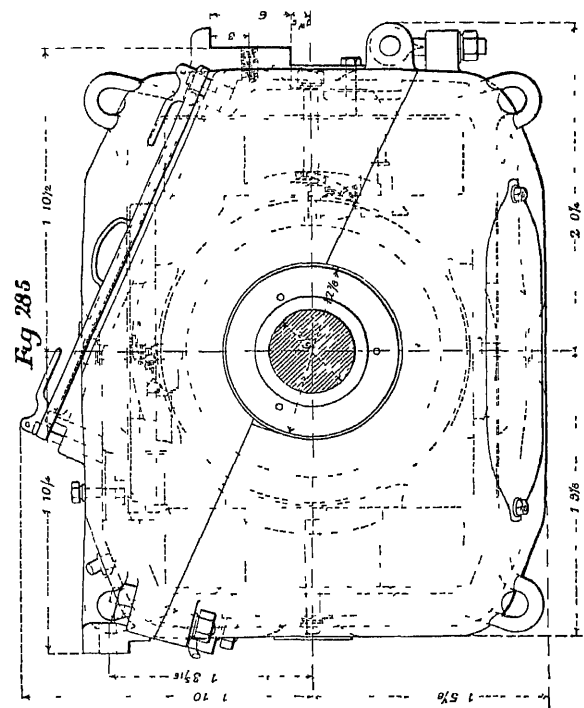
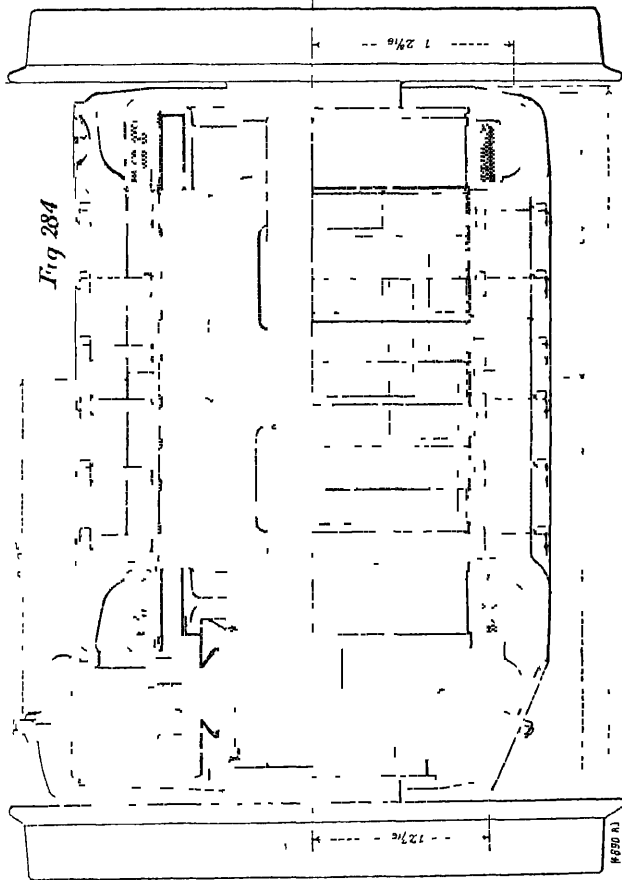
Each spool carries 156.6 turns, and in this motor full field is always used, *i.e.*, no portion of the main current is diverted through an auxiliary shunt. Hence

Ampere turns per field spool at full rated load are equal to  $156.5 \times 51 = 7950$  ampere turns

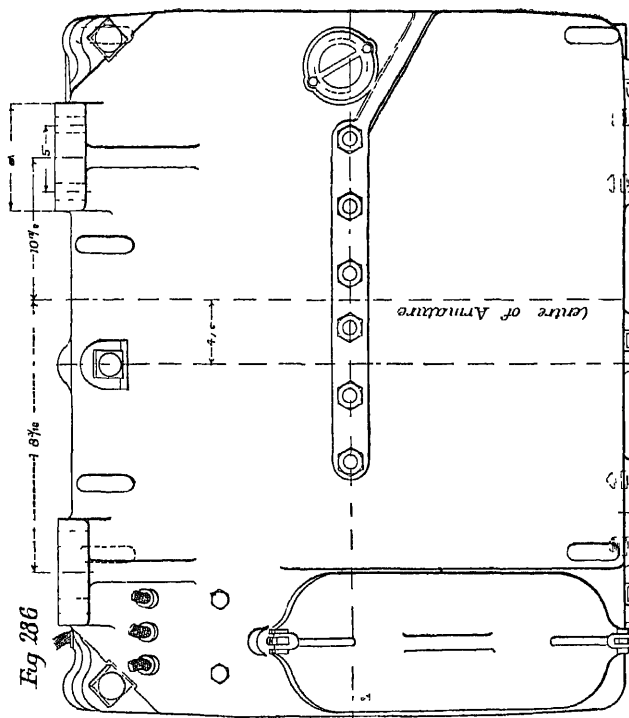
This magnetomotive force of 7,950 ampere turns can be considered to be distributed somewhat in the following manner

	Ampere Turns
Armature core	2700
Teeth	1680
Gap	2900
Steel Frame	670
Total magnetomotive force per pole piece	7950

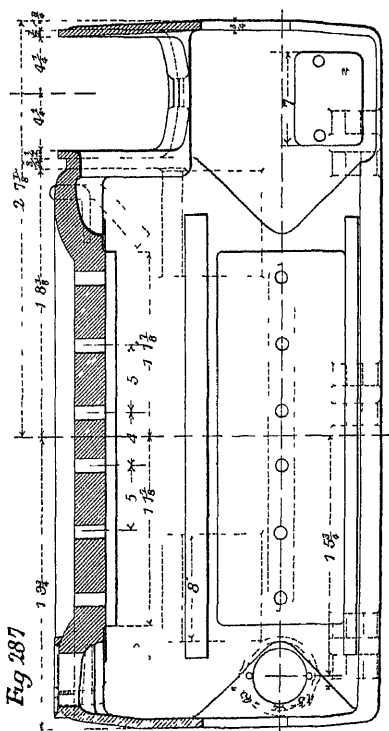
It is not intended to convey the impression that any high degree of accuracy is obtainable, in these magnetomotive force estimations in railway motors, but working from the observed results, and from the known dimensions of the apparatus, and the assumed properties of the material employed, some rough idea of the distribution of the magnetomotive force is obtained



*Fig 286*



*Fig 287*



## THERMAL CONSTANTS

*Armature*

Resistance between brushes at 95 deg Cent	36 ohm
Amperes input at rated capacity	51 amperes
Armature C <sup>2</sup> R loss at 95 deg Cent	925 watts
Total weight of armature laminations including teeth	120 lb
„ observed core loss (only apparently core loss)	1120 watts
Watts per lb in armature laminations	9.3 „
Total of armature losses	2045 „
Length of armature, over conductors	13.5 in
Peripheral radiating surface of armature	165 square inches
Watts per square inch peripheral radiating surface	4.1 watts

*Field Spools*

Total resistance, all field spools at 95 deg Cent	76 ohm
Current in spool winding	51 amperes
Spool C <sup>2</sup> R loss at 95 deg Cent	2000 watts

*Commutator*

Area of bearing surface of positive brushes	1.25 square inches
Amperes per square inch of brush-bearing surface	10.5 amperes
Ohms per square inch of bearing surface of carbon brushes	0.3 ohm
Brush resistance, positive + negative	0.18 „
Volts drop at brush contacts	2.4 volts
C <sup>2</sup> R at brush contacts (watts)	122 watts
Brush pressure, pounds per square inch	2 lb
Total brush pressure	5 „
Coefficient of friction	3
Peripheral speed of commutator (feet per minute)	1850 ft
Brush friction	16 watts
Allowance for stray power lost in commutator	50 „
Total commutator loss	216 „
Peripheral radiation surface	95 square inches
Watts per square inch peripheral radiating surface of commutator	2.3 watts

## EFFICIENCY ESTIMATIONS

	Watts
Output at rated capacity	20,200
Core loss	1,120
Commutator and brush loss	218
Armature C <sup>2</sup> R loss at 95 deg Cent	925
Field „ „ „	2,000
Gearing friction	1,200
	<hr/>
Total input	25,663

Commercial efficiency at rated capacity and 95 deg Cent = 79 per cent

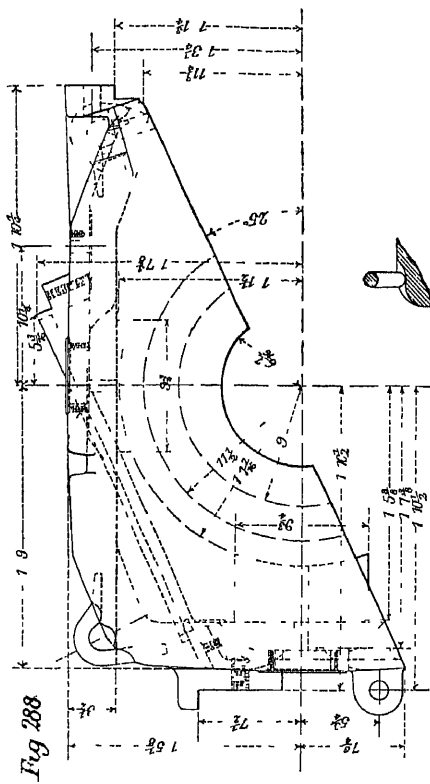


Fig 288

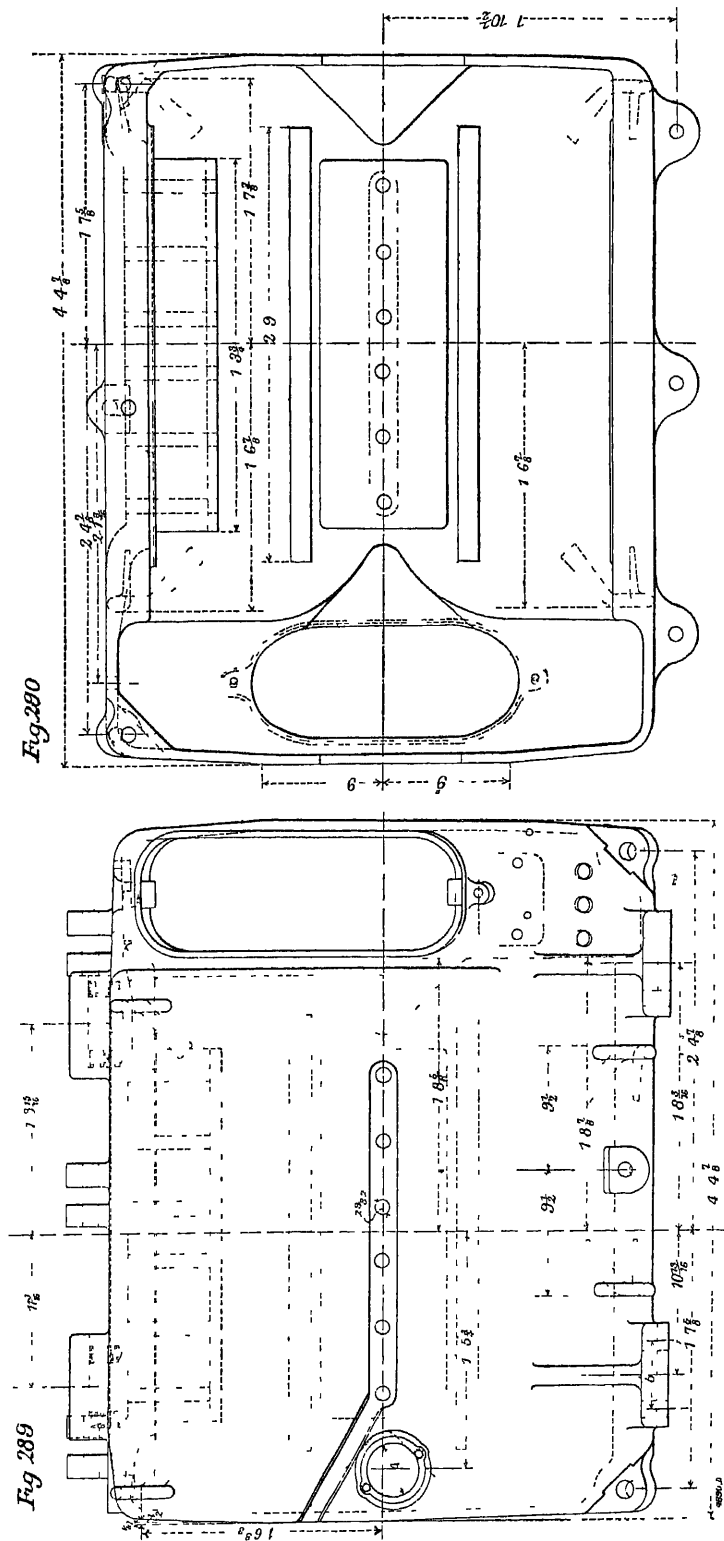


Fig. 290

Fig 289

## WEIGHTS

	lb
Armature laminations	= 120
„ complete (with pinion)	= 357
Motor complete (without axle gear and gear case)	= 1460

In Figs 278 to 283 are given, respectively, curves of D.P.B., speed, output, core loss, efficiency, and thermal characteristics.

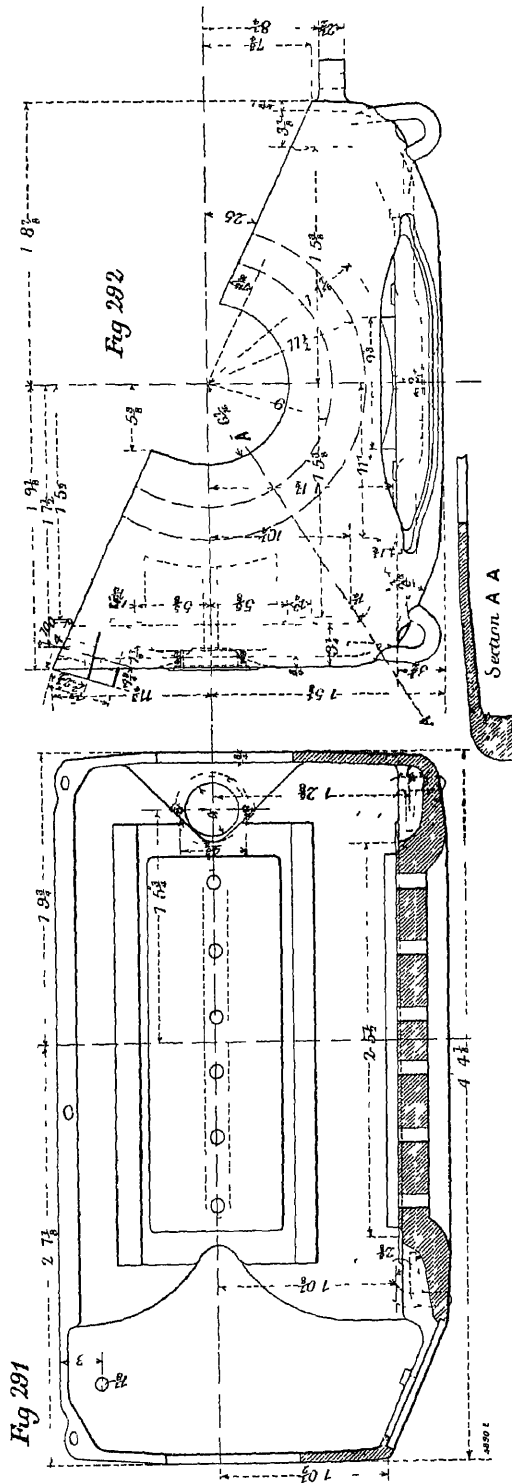
## DIRECT-CONNECTED RAILWAY MOTOR

This motor gives an output of 117 horse-power at a speed of 23.8 miles per hour on 42-in wheels. It contributes 1,840 lb to the drawbar pull of the 35-ton locomotive, for the equipment of which, four such motors are employed. Consequently the total draw-bar pull of this locomotive at the above speed is 7,350 lb, but the motor is capable of exerting a torque far in excess of this figure, in fact, up to the limit of the tractive effort possible for a locomotive of this weight, before slipping takes place. Drawings for this motor are given in Figs 284 to 319, and its constants are set forth in the following tabularly-arranged calculation.

Number of poles	4
Drawbar pull at 23.8 miles per hour	1840 lb
Corresponding speed (miles per hour)	23.8 miles
Speed in feet per minute	2100 ft
Diameter of driving wheels	42 in
Armature revolutions per minute	190
Output in foot-pounds per minute for above drawbar pull and speed	3,860,000
Ditto in horse-power	117
„ kilowatts	87.5
Corresponding kilowatts input	95.8
Terminal voltage	500 volts
Current input	192 amperes
Frequency in cycles per second	6.35 cycles

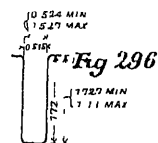
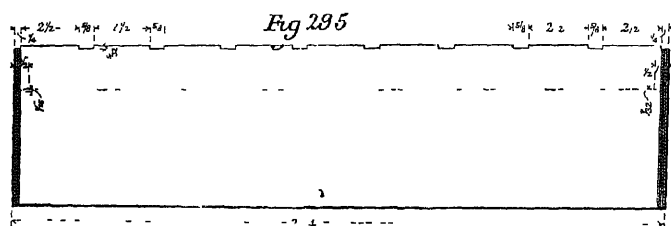
## DIMENSIONS

<i>Armature</i>	
Diameter over all	22½ in
Length over conductors	45½ „
Diameter at bottom of slots	19.04 „
Internal diameter of core	9½ „
Length of core over all	28 „
Effective length, magnetic non	25.2 „
Pitch at armature surface	17.7 „





Japan insulation between laminations	10 per cent
Thickness of laminations	0.25 in
Depth of slot	1.73 "
Width " at root	.52 "
" " surface	.52 "
Number of slots	61
Minimum width of tooth	.463 in
Width of tooth at armature face	.635 "
" conductor	.10 "
Depth "	.60 "
Apparent cross-section of armature conductor	0.60 square inches
This is a pressed stranded conductor, made up of 49 strands of No 19 B and S gauge. The cross-section of a No 19 gauge wire is 0.101 square inch, hence the cross-section of the 49 strands is $49 \times 0.101$	
	0.495 square inch



But allowance must also be made for the increased resistance due to the increased length of the individual strands when twisted in the process of forming. Hence the equivalent cross-section of solid copper should be estimated at

0.46 square inches

This was the experimentally-determined value in this case, and is fairly representative of stranded conductors of about these dimensions

#### *Magnet Core*

Length of pole-face	28 in
" arc	13.2 "
Pole arc — pitch	73 per cent
Length of magnet core	28 in
Width "	9 1/2 "
Diameter of bore of field	23 1/16 "
Length of gap clearance above armature	5/16 "
" " below "	1/4 "

#### *Commutator*

Diameter	19 "
Number of segments	183
" " per slot	3

Width of segment at commutator face	286 in
"      "      100t	200 "
Thickness of mica insulation	04 "
Available length of surface of segment	8 "

## Brushes

Number of sets	2
„ in one set	4
Length (radial)	21½ in
Width	1¾ „
Thickness	11/16 „
Area of contact of one brush	1.2 square inch
Type of brush	Radial carbon

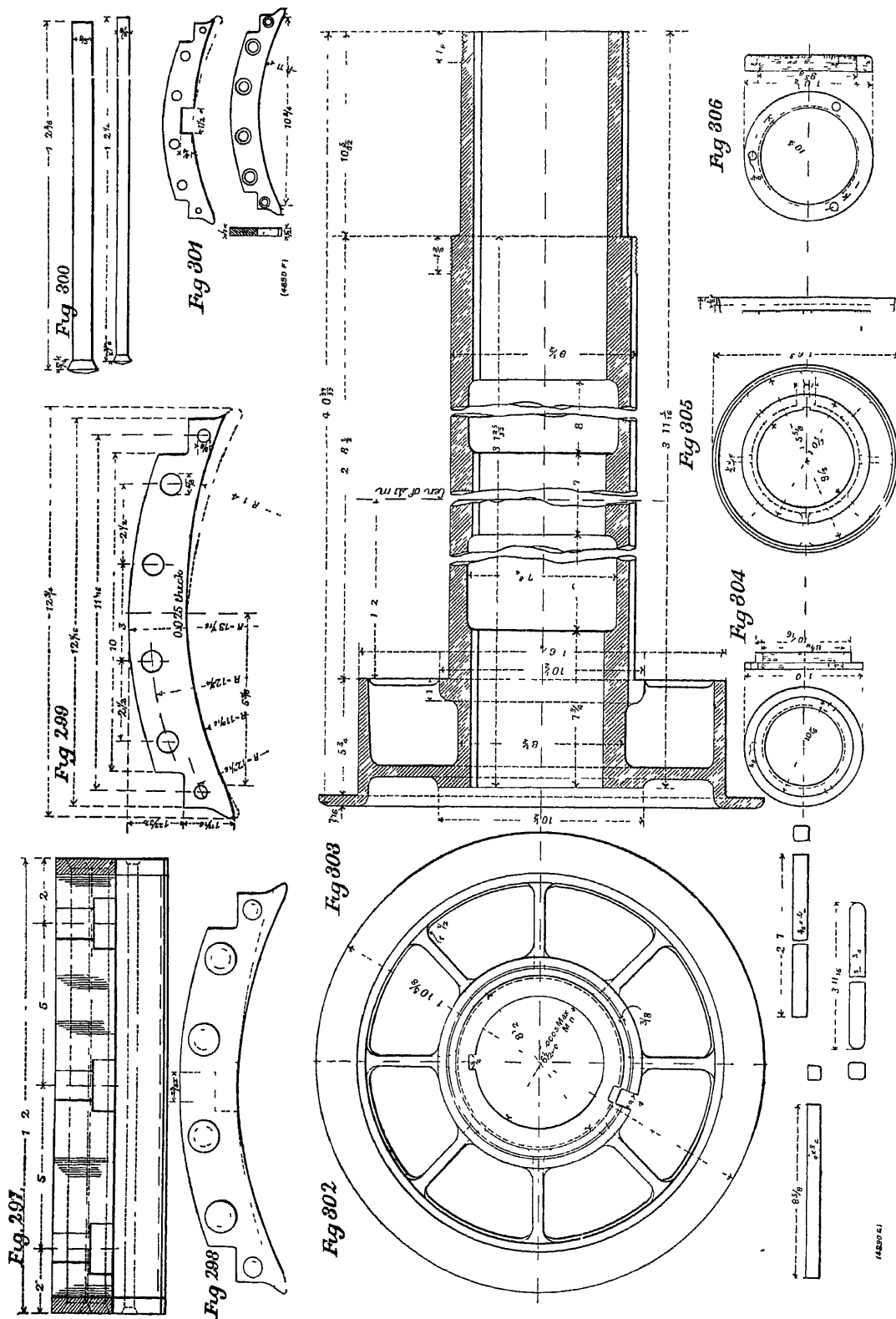
## MATERIALS

Airature core	Sheet Steel
„ spider	No 3 metal
„ flanges	Cast iron
„ conductors	Pressed stranded copper
Commutator segments	Copper
„ spider	Malleable cast iron
Pole-pieces	Sheet steel
Yoke and magnet cores	Cast „
Brushes	Carbon

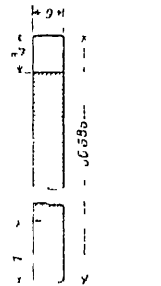
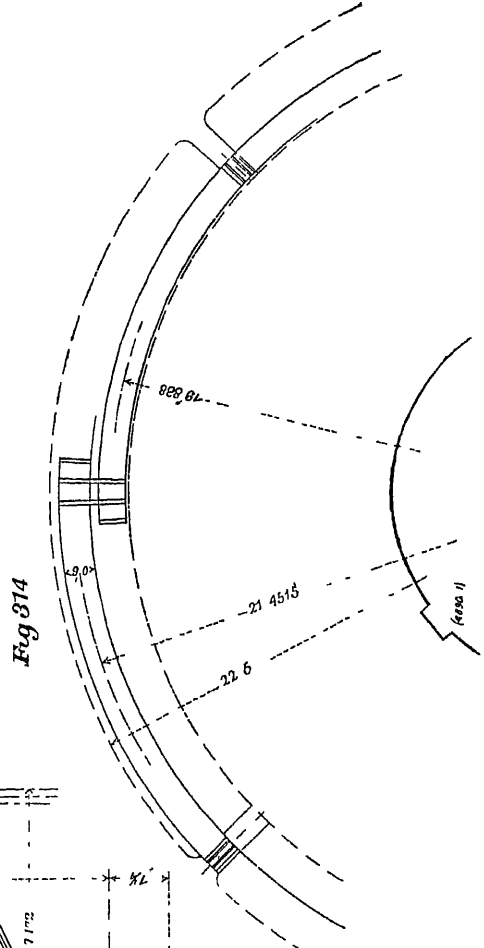
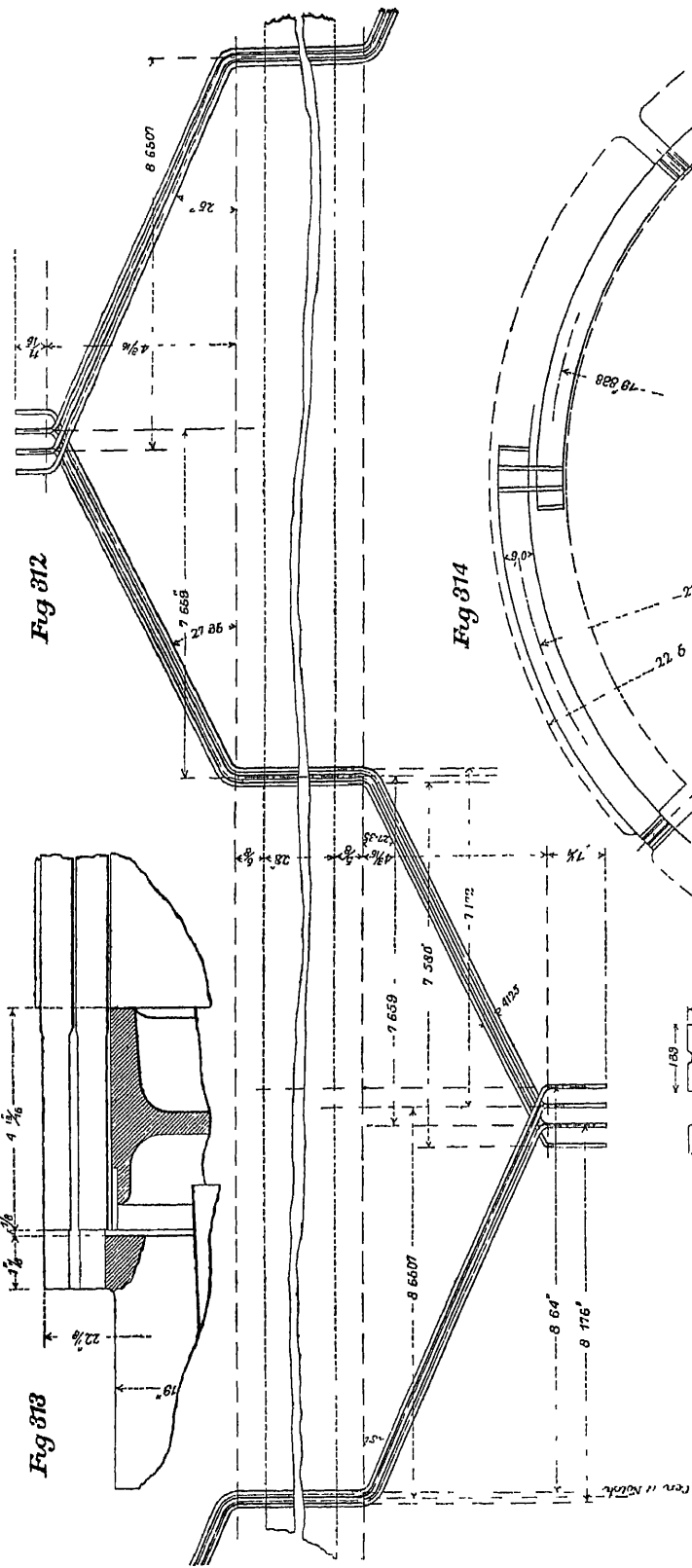
## TECHNICAL DATA

Terminal voltage	500 volts
Number of face conductors	366
Conductors per slot	6
Number of circuits	2
Style winding	Single
Gramme ring or drum	Drum
Type construction of winding	Banell wound
Mean length of one armature turn	103 in
Total armature turns	183
Turns in series between brushes	91
Length between brushes	9400 in
Virtual cross-section of one armature conductor	0.16 square inch
Ohms per cubic inch at 20 deg Cent	00000068
Resistance between brushes at 20 deg Cent	070 ohms
" " " 70 "	084 "
Volts drop in armature at 70 deg Cent	16 volts
Mean length of one field turn	95 in

The winding on the small spools consists of fifteen turns whose section is made up of two strips of 050 in by 875 in, in multiple with







two of 060 in by 875 in Insulation between turns consists of a thickness of 010 in of asbestos

Cross-section of field conductor on small spools 193 square inch

The winding on the large spools consists of seventy-six turns, whose section is made up of a strip of 050 in by  $2\frac{1}{8}$  in, in multiple with one of .060 in by  $2\frac{1}{8}$  in

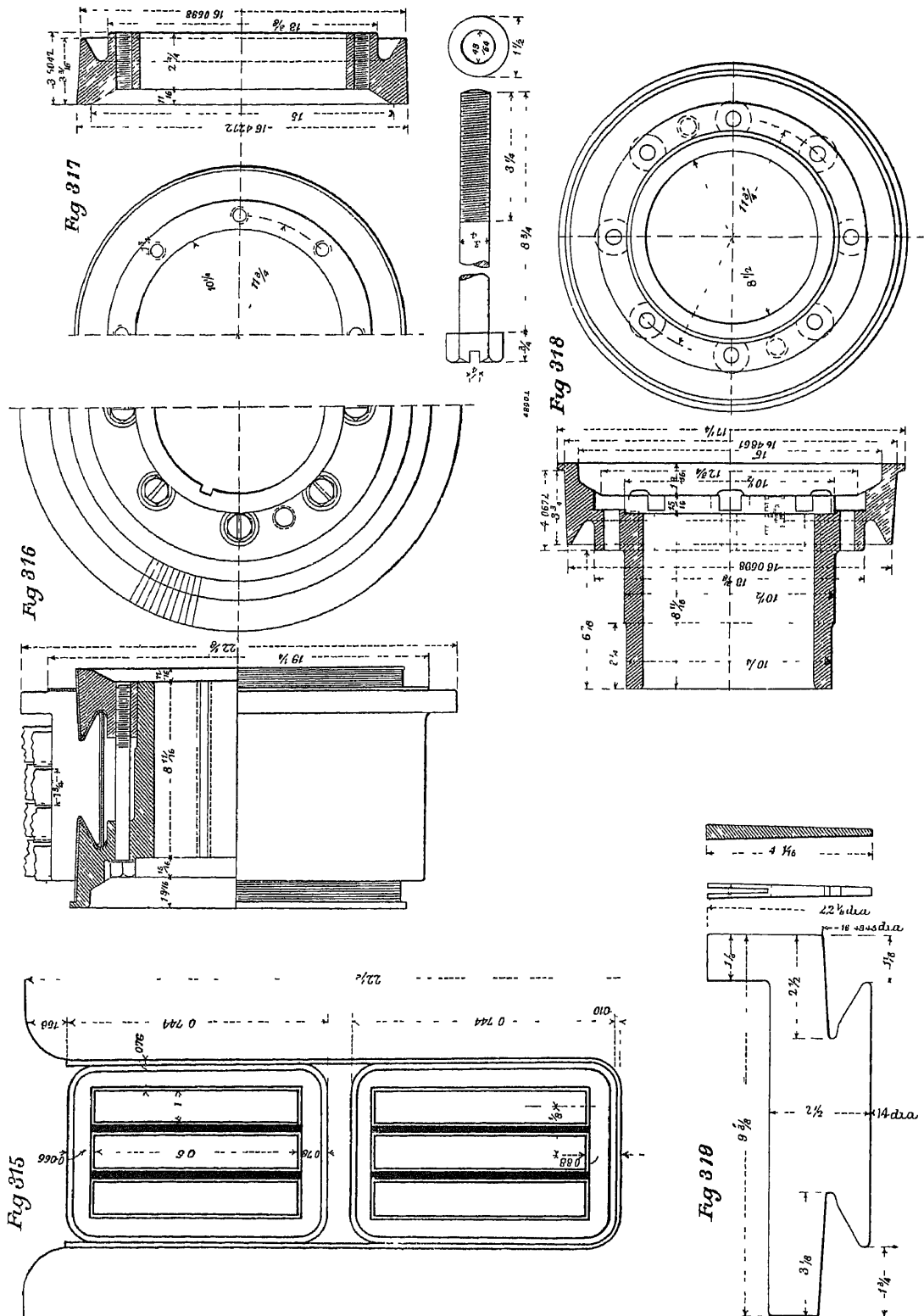
Cross-section of field conductor on large spools	234 square inch
Total turns on all four spools—all are in series	182
Resistance of two small spools at 70 deg Cent	012 ohm
"    "    large    "    "	047 "
Total spool resistance at 70 deg Cent	059 "
Volts of drop in field	11 volts
Resistance of brush contacts (positive + negative)	012 ohm
Volts of drop in brush contacts	2 volts
"    "    armature, field, and brushes	29 "
Counter electromotive force of motor	471 "
Amperes per square inch in armature winding	2100
"    "    "    winding of small spools	1000
"    "    "    "    "    large    "	820

#### *Commutation*

Average voltage between commutator segments	10 7
Armature turns per pole	46
Amperes per turn	91
Armature ampere turns per pole	4200
Frequency of commutation, cycles per second	138
Number of coils simultaneously short-circuited per brush	3
Turns per coil	1
Number of conductors per group simultaneously undergoing commutation	6
Flux per ampere turn per inch of length of armature laminations	20
Flux linked with six turns with one ampere in those turns	3360
Inductance of one turn	0000336 henrys
The armature having a two circuit winding with four poles and only two sets of brushes, there are two such turns in series, being commutated under the brush, and their inductance is	000067 henrys
Reactance of short-circuited turns	058 ohm
Amperes in "    "	91
Reactance voltage of short-circuited turns	5 3 volts

#### MAGNETO-MOTIVE FORCE ESTIMATIONS

Megalines entering armature, per pole piece	20 6
Coefficient of magnetic leakage taken at	1 15
Megalines in magnet frame, per pole-piece	23 8



*Armature*

Section

240 square inch

Density

86 kilolines

Length, magnetic

6 m

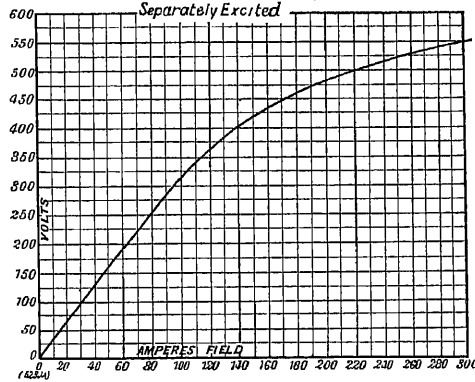
Ampere turns per inch of length

40

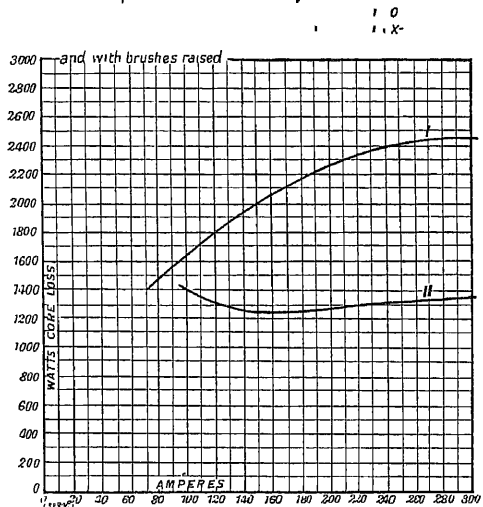
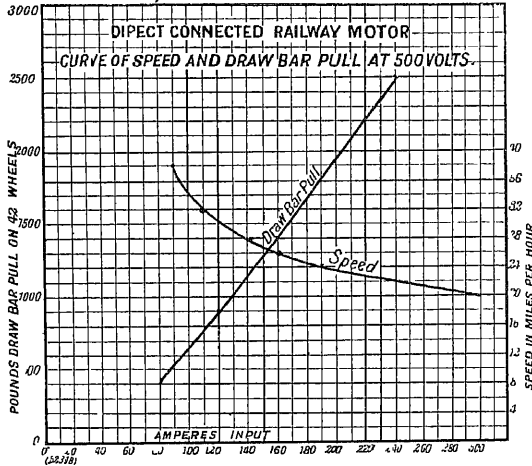
,, for armature core

240

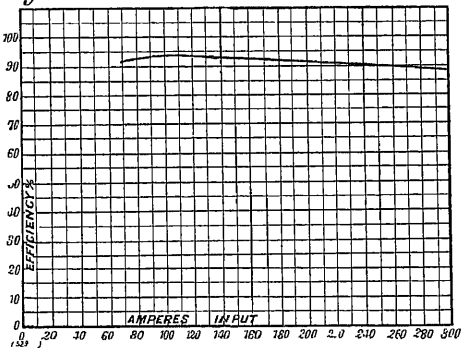
DIRECT CONNECTED RAILWAY MOTOR  
**Fig 320—SATURATION CURVE**  
 When driven on open circuit at 130 rpm, field



DIRECT CONNECTED RAILWAY MOTOR  
**Fig 322—CORE LOSS CURVES**

**Fig 321**

DIRECT CONNECTED RAILWAY MOTOR  
**Fig. 323 500 Volts and 70° Cent**  
 — CURVE OF COMMERCIAL EFFICIENCY —

*Teeth*

Transmitting flux from one pole-piece

13

Section at roots

152 square inches

Length

1.73 m

Apparent density at root tooth

137 kilolines

Corrected

127

Ampere turns per inch of length

1000

,, for teeth

1730

2 M



*Gap*

Section at pole-face	370 square inches
Length gap, average of top and bottom	28 in
Density at pole-face	56 kilolines
Ampere turns for gap	5000

*Cast-Steel Portion of Circuit*

Average cross-section	240 square inches
Length, magnetic	17 in
Average density	102 kilolines
Ampere turns per inch of length	105
Ampere turns for cast-steel frame (per pole-piece)	1780

In the following Table is given the estimated subdivision of the magnetomotive force observed among the different portions of the magnetic circuit —

	Ampere Turns
Armature core	240
„ teeth	1730
Gap	5000
Cast steel frame	1780
Total ampere turns per field spool	8750

The field excitation is furnished by two small spools on the top and bottom poles, and two large spools on the other two poles. There being fifteen turns per small spool, and seventy-six per large spool, the average excitation per spool at full rated load is  $\frac{15 + 76}{2} \times 192 = 8,750$  ampere turns

## THERMAL CONSTANTS

*Armature*

Resistance between brushes at 70 deg Cent	084 ohm
Amperes input at rated capacity	192 amperes
Armature C <sup>2</sup> R loss at 70 deg Cent	3100 watts
Total weight of armature laminations, including teeth	1900 lb
Watts per pound in armature laminations	1.15 watts
Total core loss (apparently core-loss)	2200 „
„ of armature losses	5300 „
Peripheral radiating surface of armature	3250 square inches
Watts per square inch peripheral radiating surface	1.63 watts

*Field Spools*

Total resistance of four field spools at 70 deg Cent	059 ohms
Spool C <sup>2</sup> R loss at 70 deg Cent	2200 watts

*Commutator*

Area of bearing surface of all positive brushes	4.8 square inches
Amperes per square inch of brush-bearing surface	40 amperes
Ohms per square inch of bearing surface for carbon brushes	0.3 ohm
Brush resistance, positive + negative	0.125 "
Volts drop at brush contacts	2.4 volts
C <sup>2</sup> R at brush contacts	460 watts
Brush pressure, pounds per square inch	2 lb
Total brush pressure	19.2 "
Coefficient of friction	3
Peripheral speed commutator, feet per minute	915
Brush friction	120 watts
Allowance for stray power lost in commutator	150 "
Total commutator loss	730 "
Radiating surface	510 square inches
Watts per square inch of radiating surface	1.43 watts

## EFFICIENCY ESTIMATIONS

	Watts
Output at rated capacity	87,500
Core loss	2,200
Commutator and brush loss	730
Armature C <sup>2</sup> R loss at 70 deg Cent	3,100
Field spool C <sup>2</sup> R loss at 70 deg Cent	2,200
Total input	95,730

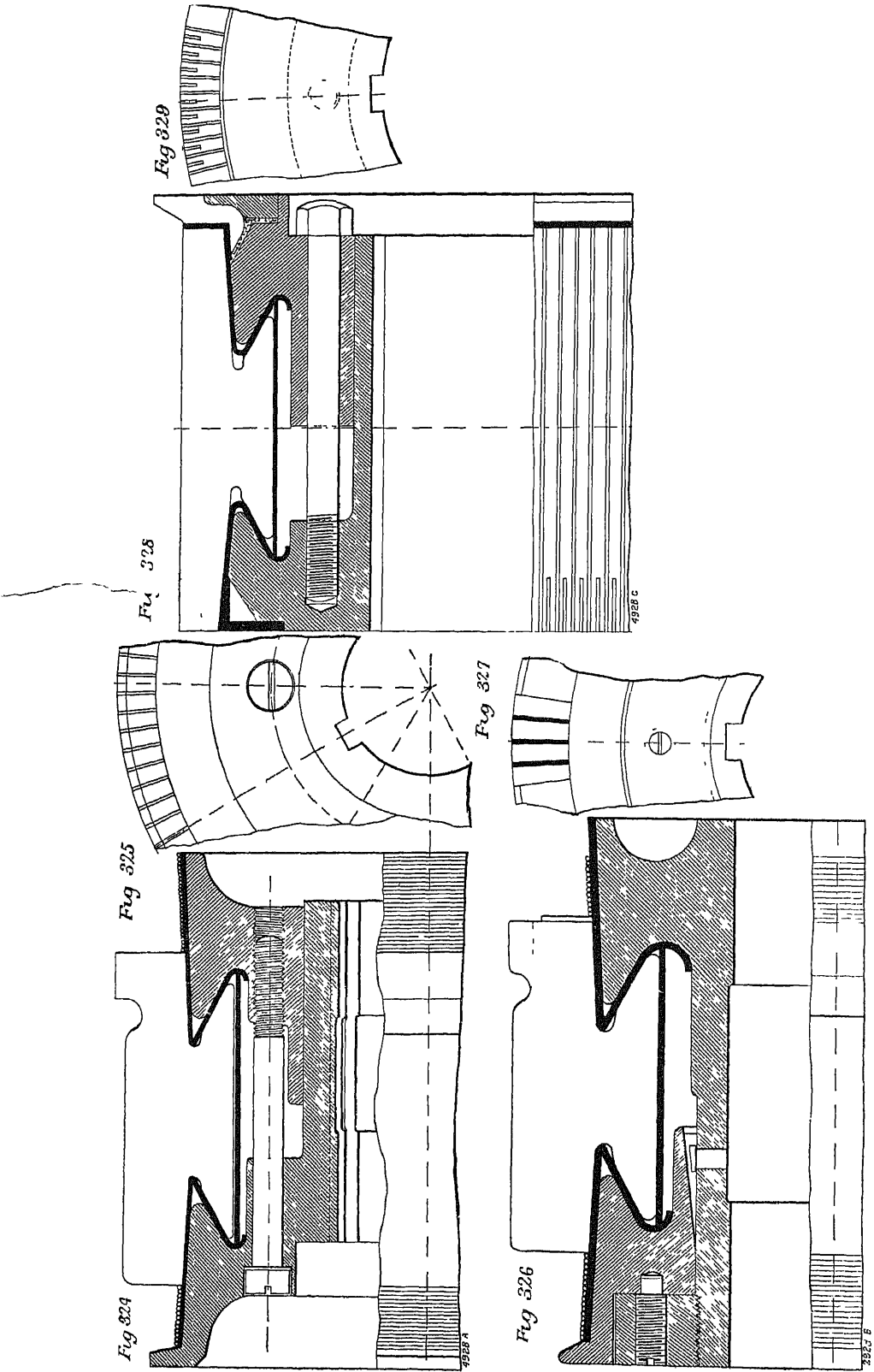
Commercial efficiency at rated capacity and 70 deg. Cent = 91.3 per cent

## WEIGHTS

	Lb
Weight of armature laminations	1,900
Total weight of armature copper	270
"    "    with commutator	3,000
Total weight of spool copper	1,300
"    frame with field coils	9,000
Total weight of motor	12,000

Insulation resistance, measured on 500 volts circuit, was, for the average of several motors, 2 megohms from frame to windings of armature and field, at 20 deg Cent, and 30,000 ohms at 70 deg Cent

The results of experimental tests of efficiency, saturation, speed, torque, and core loss, are given in Figs 320 to 323



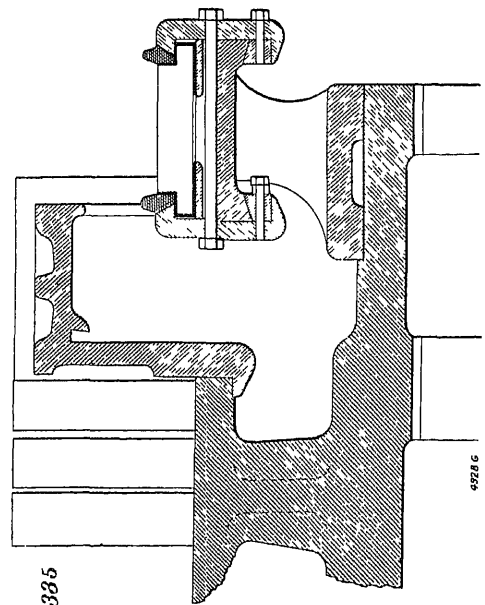
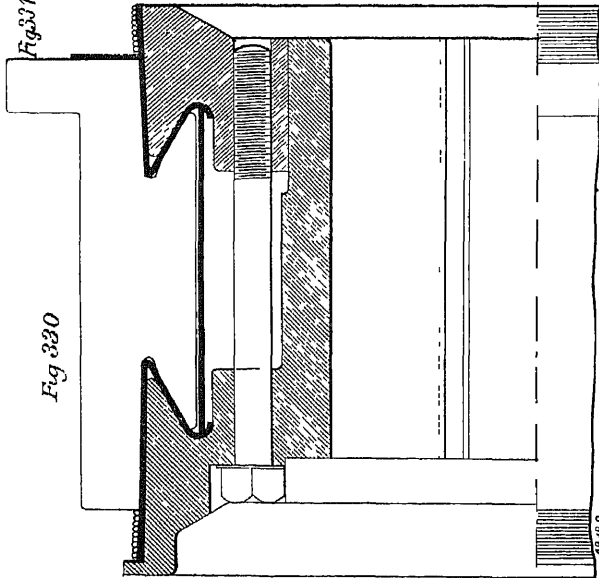
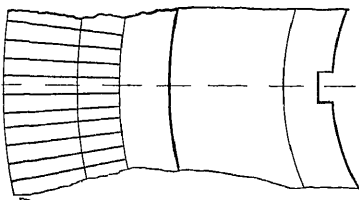
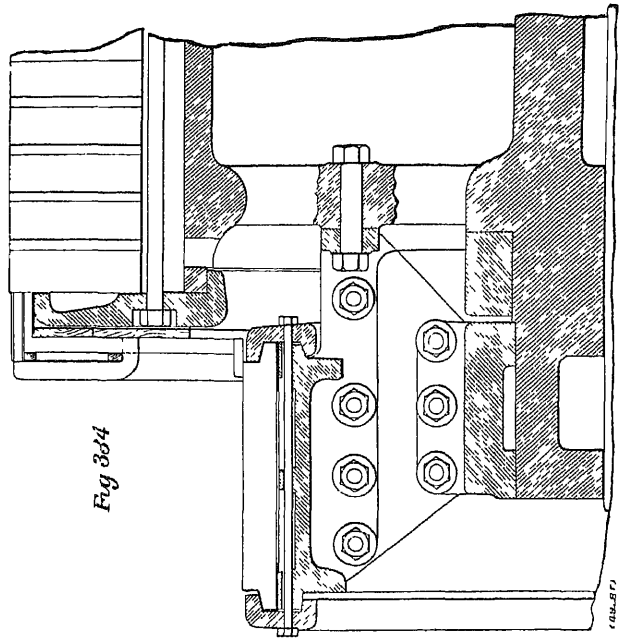
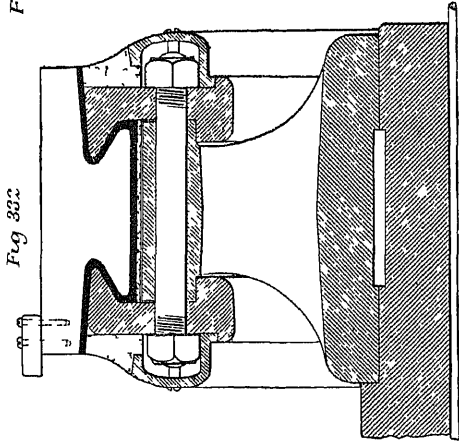
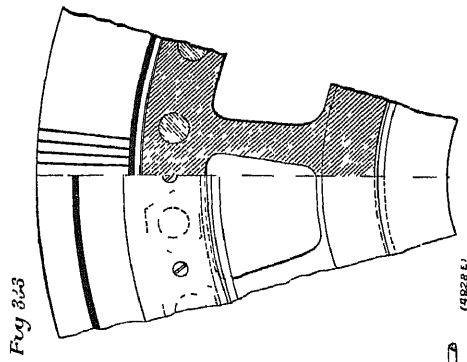


Fig 336

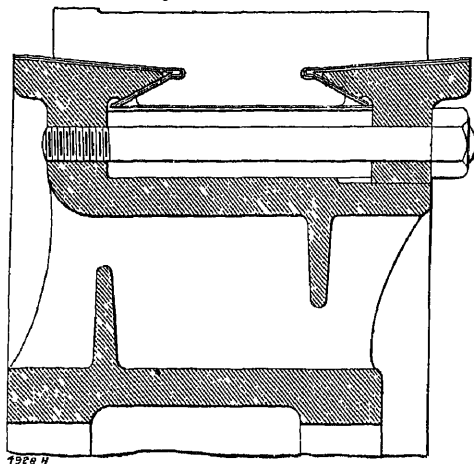


Fig 337

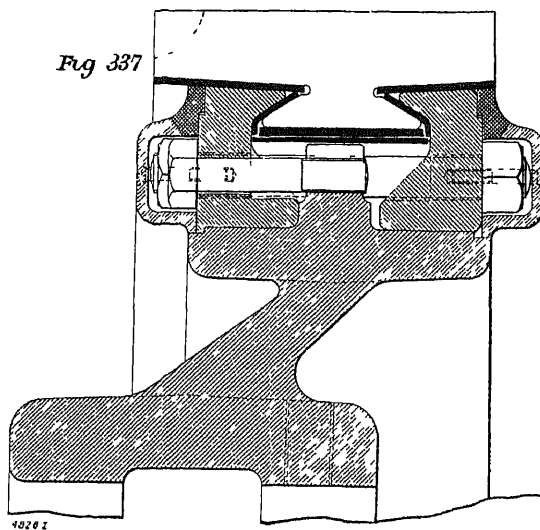


Fig 338

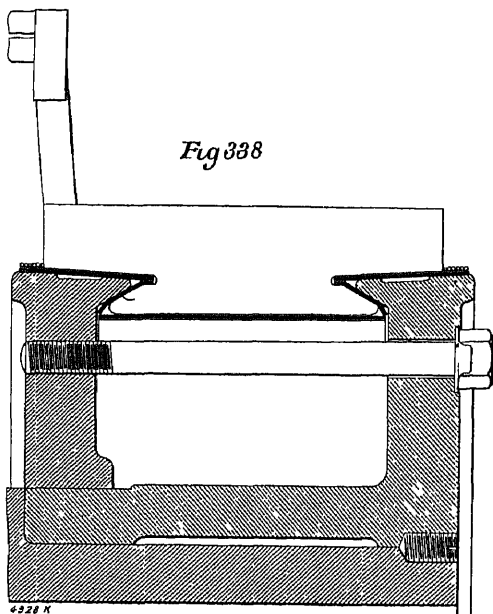


Fig 339

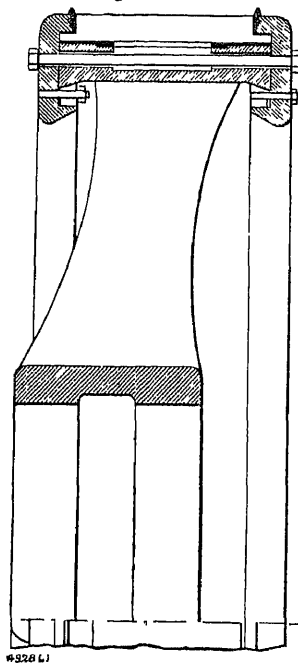
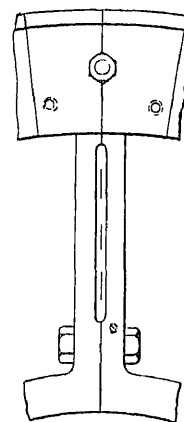
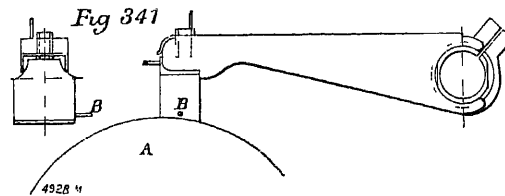


Fig 340

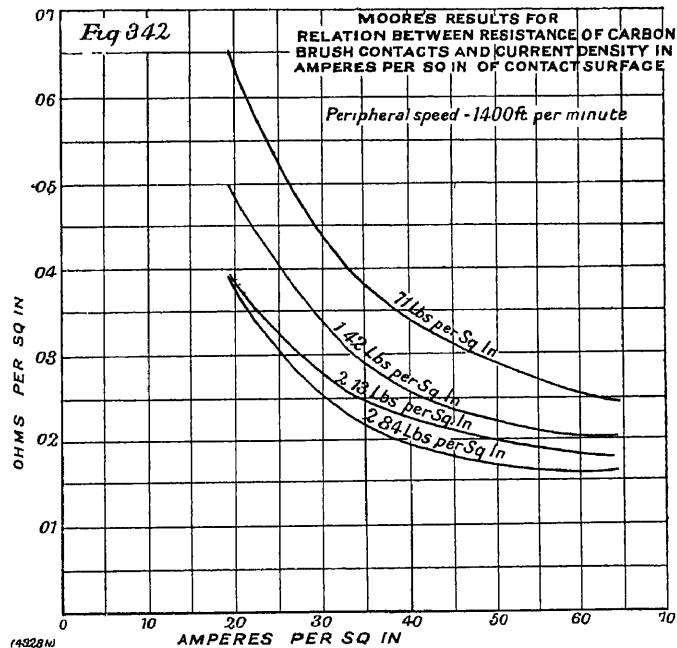


## COMMUTATORS AND BRUSH GEAR

A number of illustrations of various types of commutators are given in Figs 324 to 340. Figs 324 to 331 illustrate designs widely employed in traction motors, that of Figs 330 and 331 being used on a 100 horse power direct-connected motor, the three former in smaller, geared motors.

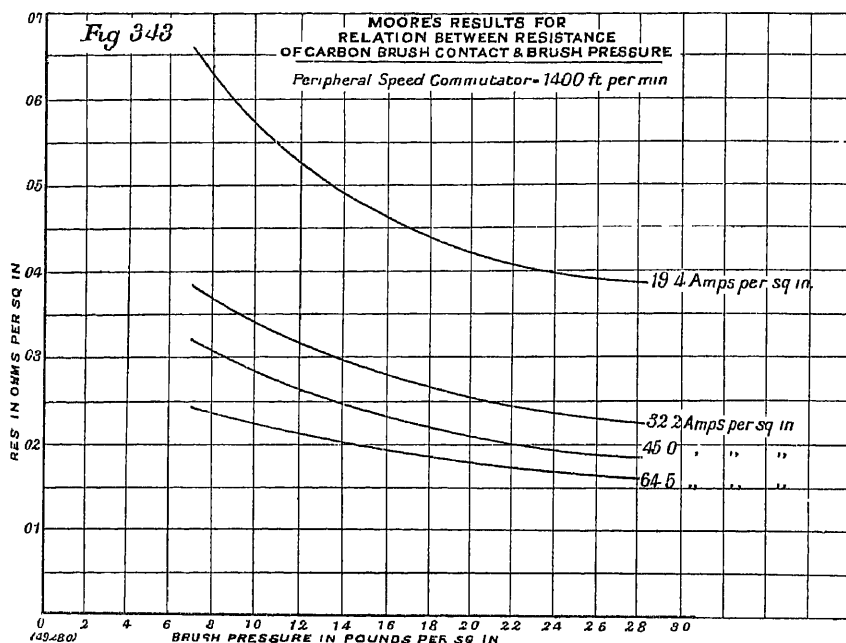


*Moore's Investigation of the Relations between Resistance of Carbon Brush Contacts and Current Density in Amperes per square Inch of Contact Surface*  
Arrangement of Apparatus  
Resistance measured from A to B



Figs 332 to 334 give some early designs of Mr Parshall's, which have been much used with general success in many later machine especially traction generators. Other useful modifications and alternative designs are shown in Figs 335 to 340, the last one being employed in 1,600-kilowatt generator.

Commutator segments should preferably be drawn, although good results have also been attained with drop-forged segments, cast segments have been generally unsatisfactory. It is not on the score of its superior conductivity that wrought-copper segments are necessary, since the loss due to the resistance itself is negligible, but it is of primary importance that the material shall possess the greatest possible uniformity throughout, and freedom from any sort of flaw or inequality. Any such that may develop during the life of the segments will render the commutator unequal to further thoroughly satisfactory service until turned down or

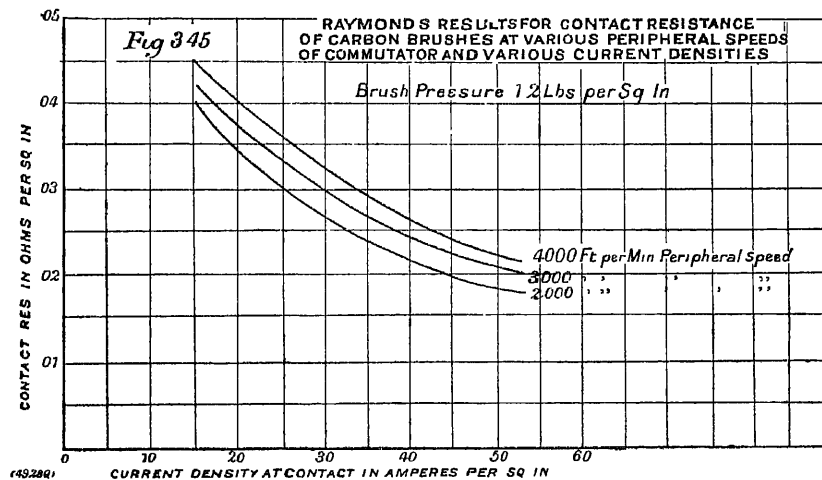
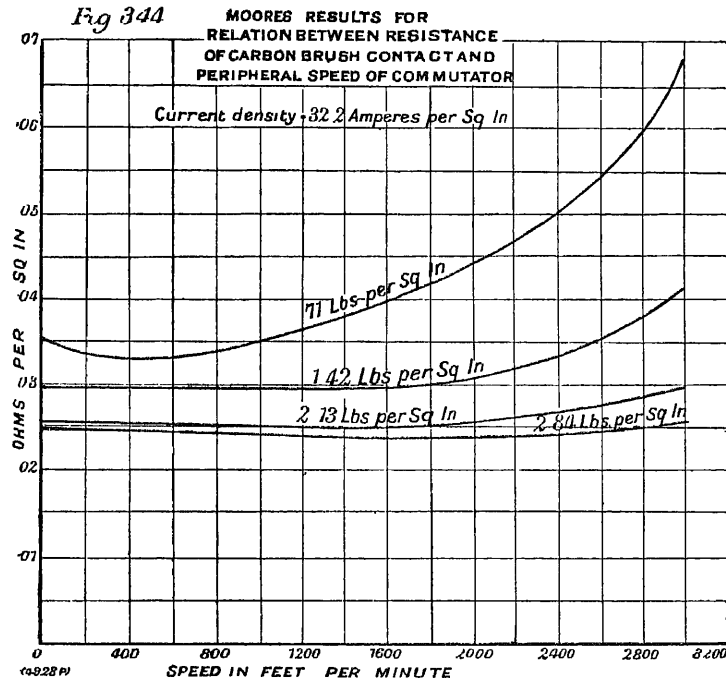


otherwise remedied, as the effect of uneven wear, once started, is cumulative. For similar reasons great care must be exercised in the selection of the mica for the insulation between segments, it should preferably be just soft enough to wear at the same rate as the copper, but should in no event wear away more slowly, as under such conditions the commutator will not continue to present a suitably smooth surface to the brush.

The writers have found the method of predetermining the commutator losses and heating, set forth briefly on page 112, to give very good results, and to amply cover practical determinations. But an intelligent handling of the subject of the relations existing between commutator speeds, brush pressure, and contact resistance, is facilitated

by a study of the results of tests that have been made, showing the dependence of these values upon various conditions

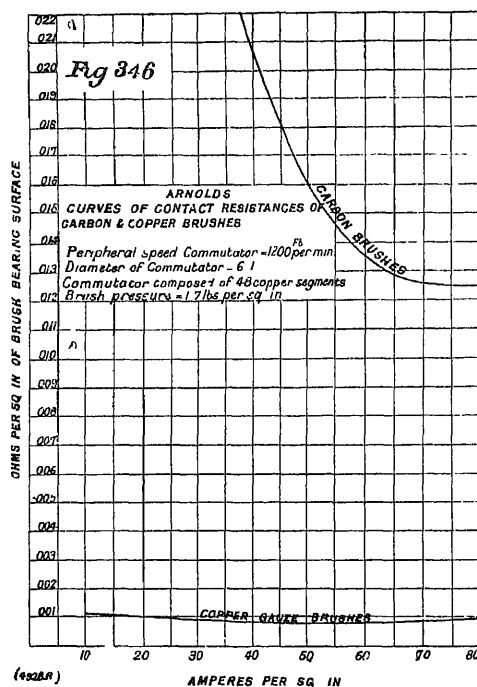
The most complete and careful tests on carbon brushes at present



available, appear to be those conducted by Mr A H Moore, in 1898 and the results are graphically represented in Figs 341 to 344. In Fig 341 is given a sketch showing the disposition and nature of the parts. A rotating cylinder, A, of 6.8 in diameter, of cast copper, took the



place of a commutator, and this introduced an element of doubt as to whether a segmental structure of hand-drawn copper segments and mica would have given the same results. But inasmuch as the constants derived from these tests agree with those which have been found to lead to correct predictions of the performance of new commutators, it may be safely concluded that this point of dissimilarity was of no special consequence. In all other respects the tests seem especially good. The set of tests also includes values for the resistances of the brush holders, but with good designs of brush holders the resistance should be negligible,

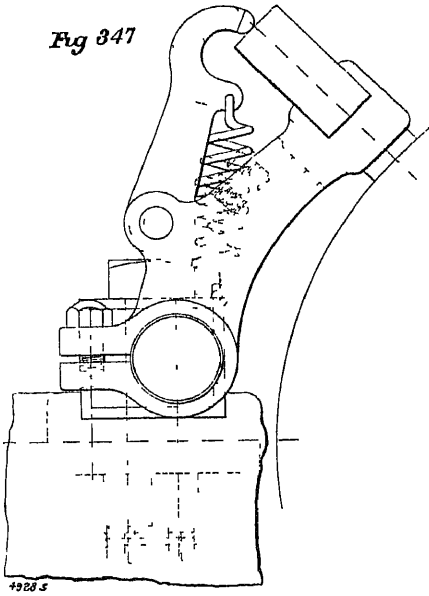


hence it has been deemed advisable not to divert attention from the important results relating to contact resistance, by the addition of these less useful observed values.

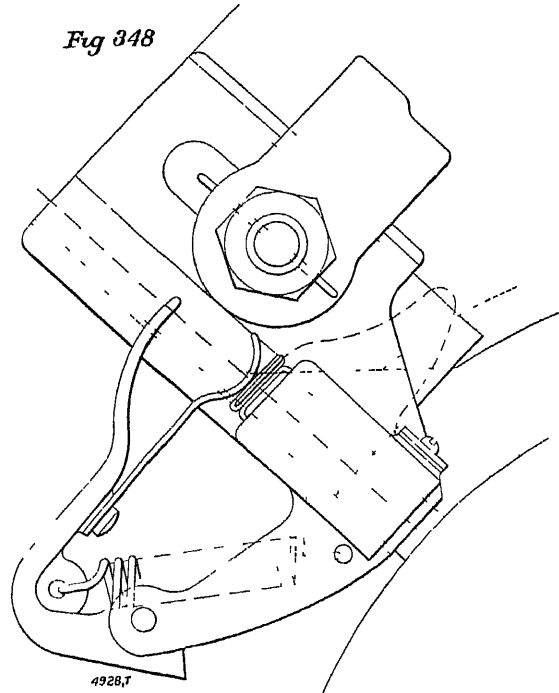
Mr E B Raymond has, in America, conducted tests on this same subject. Some of the results for carbon brushes are shown in the curves of Fig 345, and it will be observed that, for all practical purposes, his results, like Mr Moore's, lead to the general working constants given on page 112.

Dr E Arnold, in the *Elektrotechnische Zeitschrift*, of January 5th, 1899, page 5, described investigations on both copper and carbon brushes,

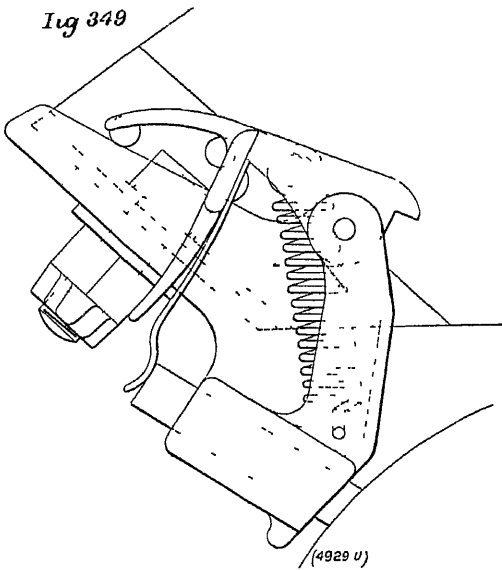
*Fig 347*



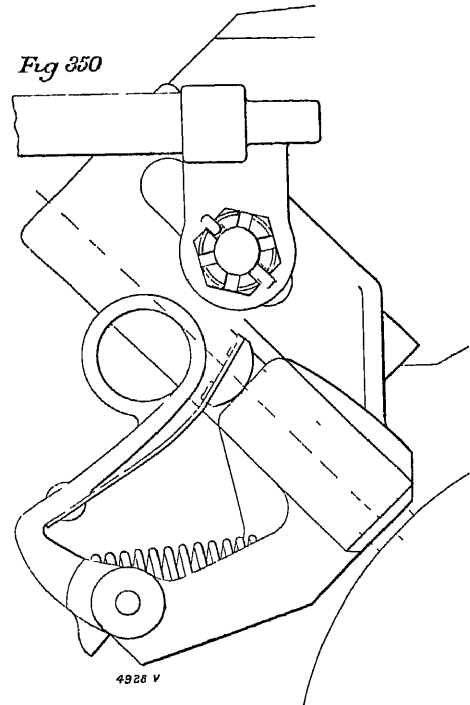
*Fig 348*

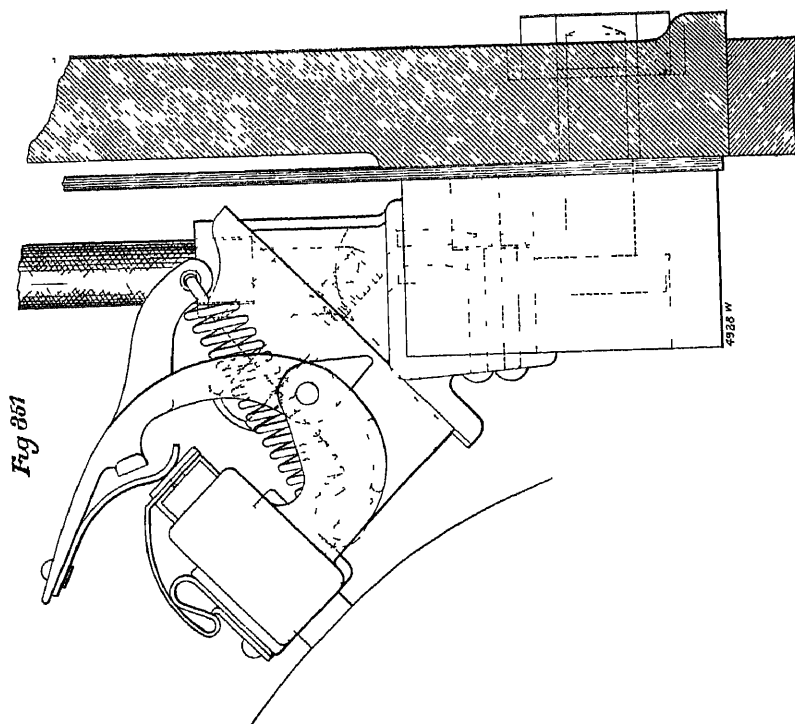
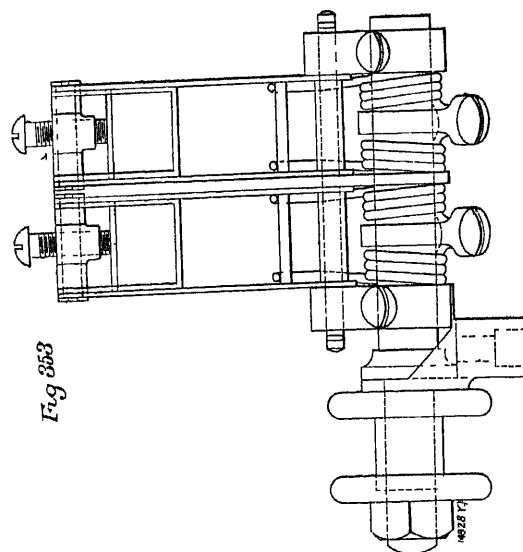
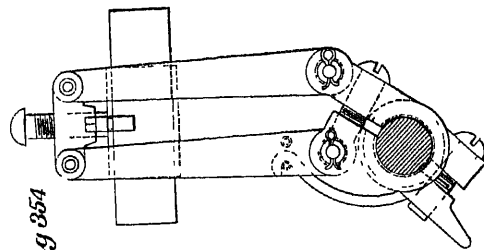
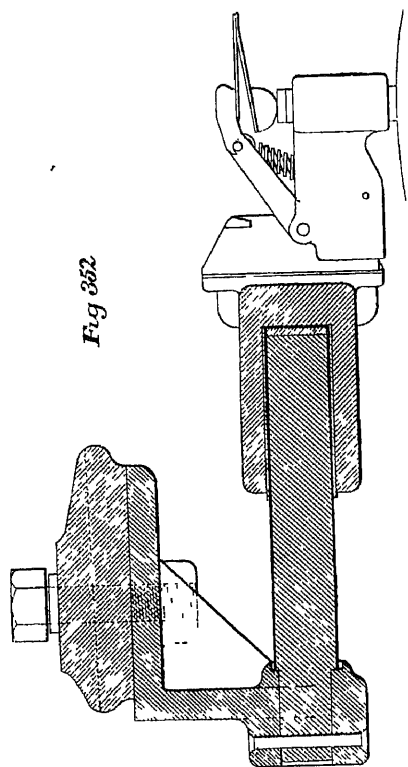


*Fig 349*



*Fig 350*





from which have been derived the curves set forth in Fig 346, showing the relative values for the contact resistances in the two cases. Dr Arnold also points out that while the coefficient of friction for carbon brushes on copper commutators is in the neighbourhood of 3, he has found 2 to be a more suitable value for copper-gauze brushes. But in the absence of thorough tests in support of this, the writers would be inclined to continue using a coefficient of 3 for both carbon and copper brushes.

Of course, all values relating to this whole matter of commutator losses must necessarily be, in practice, but little better than very roughly approximate, as they are so dependent upon the material, quality, and adjustment of the brushes, and the condition of their surfaces, as also upon the construction, condition, and material of the commutator and brush holders, and—fully as important as anything else—upon the electromagnetic properties of the design of the dynamo.

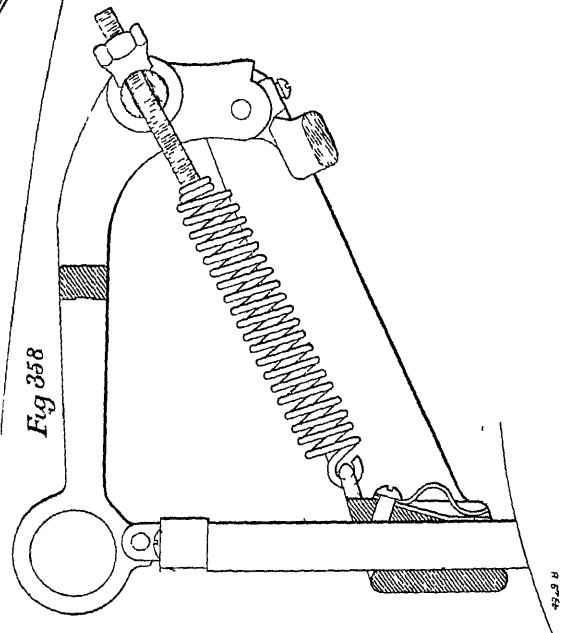
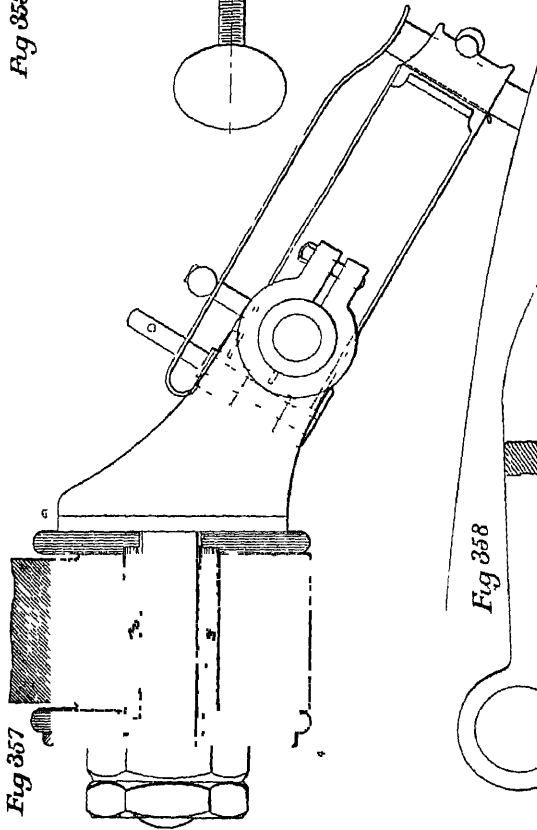
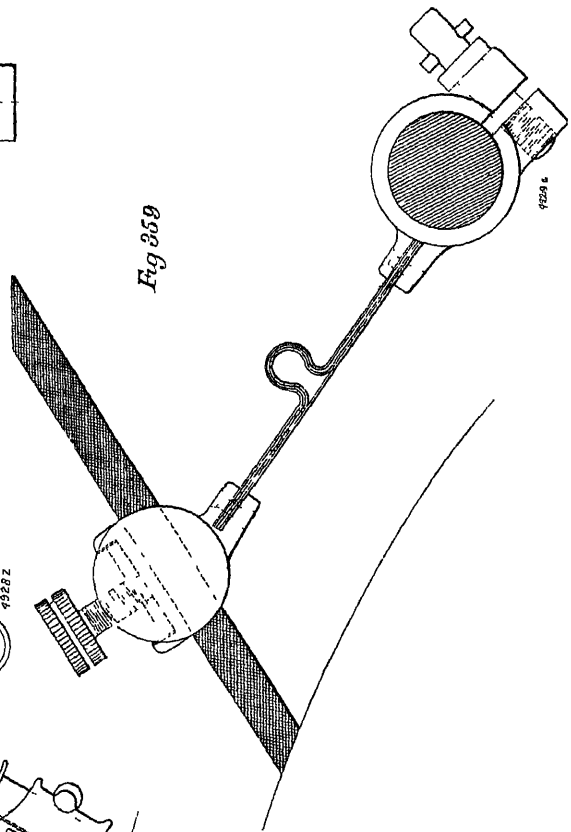
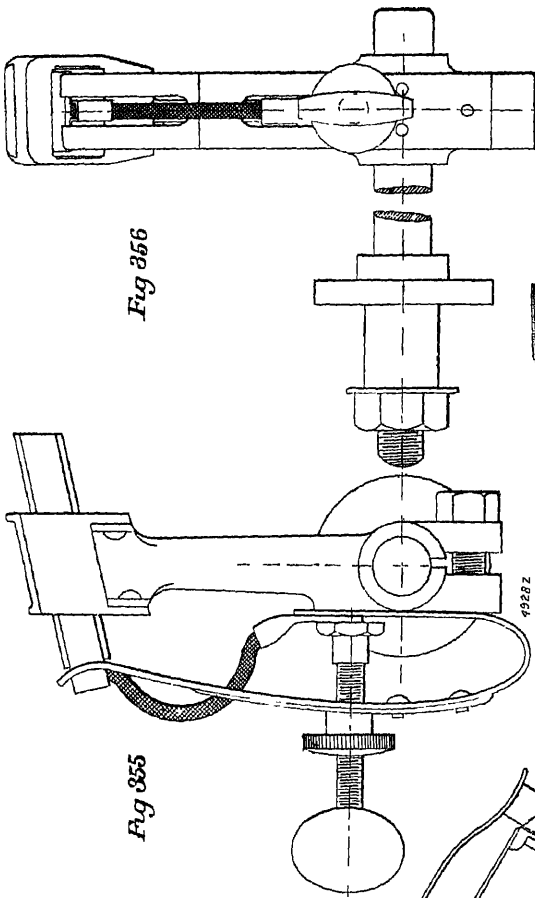
A collection of designs of brush holders for generators and railway motors, are given in Figs 347 to 365, the first six (Figs 347 to 352) being for use with radial carbon brushes on traction motors, where the direction of running is frequently reversed. In Figs 353 and 354 is shown a brush holder which has been used on a 3 horse-power launch motor, for reversible running, with carbon brushes. Figs 355 to 358 illustrate useful types for generators with carbon brushes, and in Fig 359 is shown a holder designed for a copper-gauze brush.

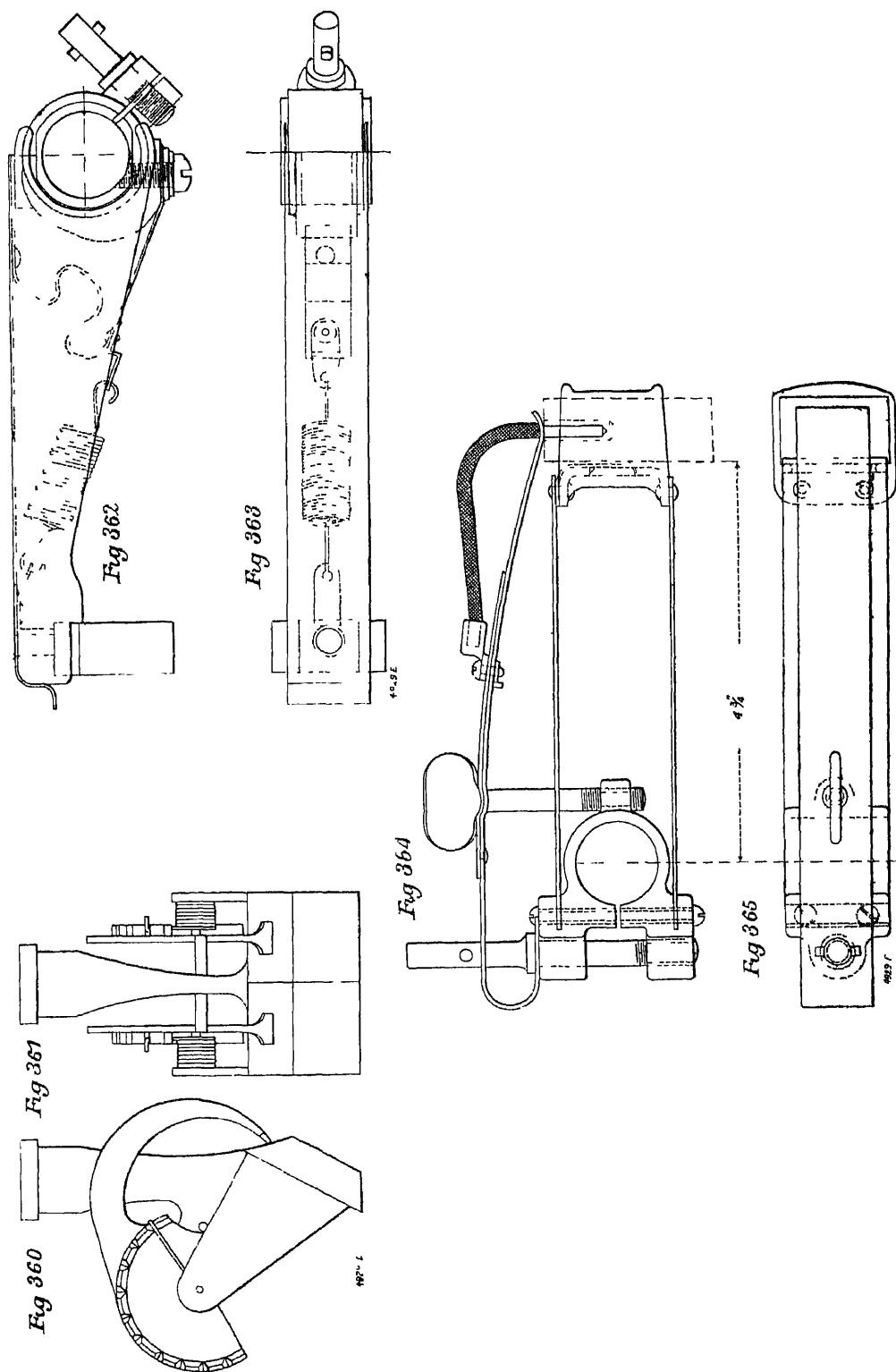
The Bayliss reaction brush holder, shown in Figs 360 and 361, is one of the latest and most successful developments in brush-holder design. Another design, where the holder is constructed largely of stamped parts, is given in Figs 362 and 363. The holder shown in Figs 364 and 365 is essentially a modification of the design represented in Fig 357.

Of carbon brushes, a wide range of grades have been used, ranging from the soft, amorphous, graphite brushes, up to hard, rather crystalline, carbon brushes. The latter have the lower specific resistance,<sup>1</sup> a lower contact resistance, and a lower coefficient of friction on copper commutators, and are for most cases much to be preferred. Tests made by

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<sup>1</sup> Some types of graphite brushes have a lower specific resistance than some types of carbon brushes. A great deal depends upon the composition and upon the methods of manufacture. By varying these, a wide range of specific resistances may be obtained, both for carbon and for graphite brushes.





Mr Raymond, show the extent of these differences between graphite and carbon brushes of two representative grades

TABLE L—RAYMOND'S TESTS ON GRAPHITE AND CARBON BRUSHES

Amperes per Square Inch of Brush-bearing Surface	Graphite	Ohms per Square Inch of Brush-bearing Surface	Carbon
10	0.75		0.48
20	0.45		0.35
30	0.33		0.26
40	0.27		0.22
50	0.22		0.19
60	0.19		0.17
70	0.17		—
80	0.15		—

The above results were obtained at peripheral speeds in the neighbourhood of 2,000 ft per minute, and with brush pressures of about 1.3 lb per square inch.

While the coefficient of friction for carbon brushes is about .3, Mr Raymond obtained the value of .47 for these graphite brushes.

The specific resistance of a good grade of carbon brush is 2,500 microhms per cubic inch, *i.e.*, about 4,000 times the resistance of copper.

Another objection to graphite brushes, at any rate on higher potential commutators, say 500 volts, is that they are liable to have their contact surface gradually pitted out to a greater extent than occurs with the hard-grained, coarser carbon brushes. Nevertheless, the matter of obtaining the best commutating conditions for each particular case, still remains partly experimental, and graphite brushes have, in certain instances, been found helpful, although the commutator surface requires more constant attention to be kept clean and bright, indeed, with soft graphite brushes it is almost impossible to obtain such a hard, glazed commutator surface, as with coarser, harder carbon brushes.

There are very many more varieties of brushes, made of all sorts of materials, and giving many intermediate grades of resistances, lying between the limits of carbon and copper. It is not worth while to attempt to classify and describe these varieties of brushes, their relative merits are dependent partly upon the choice of materials, but still more upon the methods of constructing the brush from these materials. Scarcely any one type of brush and grade of resistance, is suitable for any considerable range of variety of dynamo-electric machine.

PART II.

ROTARY CONVERTERS.



1. The first part of the document is a list of names and addresses of the members of the committee.

2.

3.

4.

# ROTARY CONVERTERS.

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A ROTARY converter is, structurally, in many respects similar to a continuous-current generator, the chief outward difference consisting in the addition of a number of collector rings, and in the commutator being very much larger, in comparison with the dimensions of the rest of the machine, than in an ordinary continuous-current dynamo. Under the usual conditions of running, the armature is driven, as in a plain synchronous motor, by alternating current supplied to the collector rings from an external source. Superposed upon this motor current in the armature winding, is the generator current, which is delivered from the commutator to the external circuit, as continuous current. Occasionally rotary converters are used for just the opposite purpose, namely to convert continuous into alternating current. With this latter arrangement, however, some sort of centrifugal cut-off governor should always be used, as the reactions on the field strength occasioned by sudden changes in the alternating current load, may so weaken the field as to cause dangerous increase of speed. But in by far the greater number of cases, the apparatus is employed for transforming from alternating to continuous current.

The most interesting property of a rotary converter, is the overlapping of the motor and generator currents in the armature conductors, in virtue of which, not only may the conductors be of very small cross section for a given output, from the thermal standpoint, but, the armature reactions also being neutralised, large numbers of conductors may be employed on the armature, which permits of a very small flux per pole piece, and a correspondingly small cross section of magnetic circuit. But the commutator must be as large as for a continuous-current generator of the same output, hence a consistently designed rotary converter should be characterised by a relatively large commutator, and small magnetic system. This is best achieved by an armature of fairly large diameter and small axial length, and this, furthermore, gives room for the many, though small, armature conductors, and for the many poles required for obtaining reason-

## Rotary Converters

ls at economical periodicities The mechanical limit imposed by  
l force, becomes an important factor in the design of the armature  
utator of a rotary converter, as compared with continuous-current

s  
ome installations, a good deal has been heard of "surging" troubles  
ing rotary converters These were largely due to insufficiently  
angular velocity of the engine driving the Central Station gene-  
hose power was ultimately used to operate the rotary converters  
of uniformity in angular velocity, had the effect of causing cumu-  
cillations in the rotary converters, in their efforts to keep perfectly  
ronism with the direct-driven generators throughout a revolution  
used especial difficulty when it was attempted to operate several  
onverters at different points in parallel The true solution for  
ifficulties is to have engines of such design as to give uniform  
velocity In describing the proper lines on which to design rotary  
rs, it will be assumed that this condition, as regards the generating  
been complied with, otherwise it is necessary to employ auxiliary  
to counteract such causes, and there results a serious loss in  
r, through the dissipation of energy in steadying devices

[ —OUTPUT IN TERMS OF OUTPUT OF CONTINUOUS-CURRENT GENERATOR FOR EQUAL  
LOSS IN ARMATURE CONDUCTORS FOR UNITY POWER FACTOR AND ON THE  
ASSUMPTION OF A CONVERSION EFFICIENCY OF 100 PER CENT

Type of Converter	Number of Collector Rings	Uniform Distribution of Magnetic Flux over Pole Face Spanning Entire Pole Pitch	Uniform Distribution of Magnetic Flux over Surface of Pole Faces Spanning 67 Per Cent of Entire Pole Pitch
Base	2	85	88
"	3	1 34	1 38
"	4	1 64	1 67
"	6	1 96	1 98
"	12	2 24	2 26

The extent to which in the motor and generator currents neutralise one  
er, and permit of small armature conductors to carry the residual  
it, varies with the number of phases Table LI gives the output  
otary converter for a given  $C^2 R$  loss in the armature conductors,

in terms of the output of the same armature when used as a continuous-current generator, this latter being taken at 1 00

Table LII shows the extent to which the preceding values have to be modified for power factors other than unity

TABLE LII—OUTPUT IN TERMS OF OUTPUT OF CONTINUOUS-CURRENT GENERATOR FOR EQUAL C<sup>2</sup>R LOSS IN ARMATURE CONDUCTORS FOR 100 PER CENT EFFICIENCY, AND FOR UNIFORM GAP DISTRIBUTION OF MAGNETIC FLUX OVER A POLE FACE SPANNING 67 PER CENT OF THE POLAR PITCH

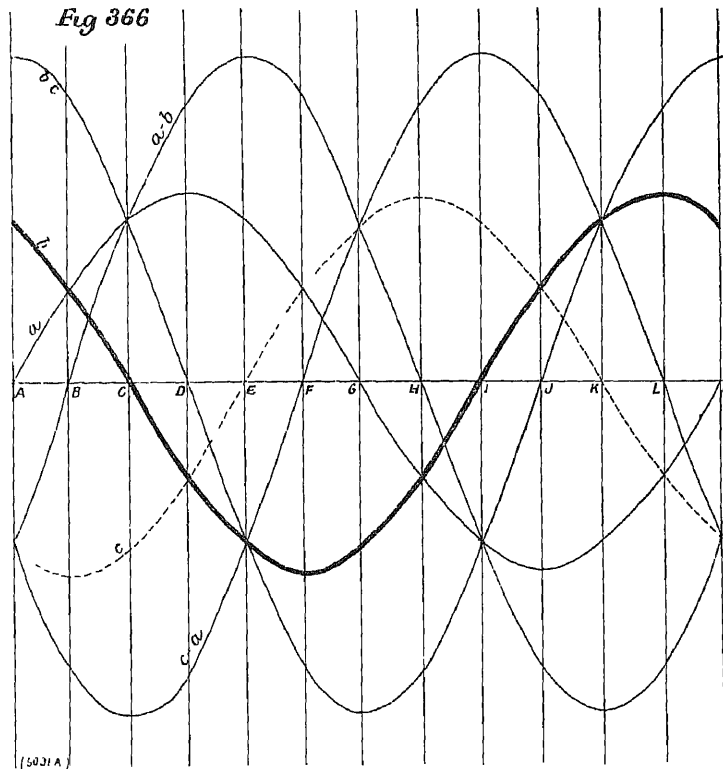
Type of Rotary Converter	Number of Collector Rings	Power Factor of		
		1 00	0 90	0 80
Single phase	2	88	81	73
Three „	3	1 38	1 28	1 17
Four „	4	1 67	1 60	1 44
Six „	6	1 98	1 92	1 77
Twelve „	12	2 26	2 20	2 05

The writers have investigated by graphical and other methods the subject of the C<sup>2</sup> R loss in the armature of a three-phase rotary converter, in comparison with the C<sup>2</sup> R loss for the same load delivered from the commutator when the machine is used in the ordinary way as a mechanically driven continuous-current dynamo. Not only are the results of considerable value, but a study of the graphical method of investigation pursued leads to an understanding of many interesting features of the rotary converter.

As a basis for the analysis, Figs 366, 367, 368, and 369 were prepared. In Fig 366 are given sine curves of instantaneous current values in the three sections of the armature winding (as it would be if the alternating currents alone were present), and also the corresponding curves of resultant current in the three lines leading to the collector rings. The first three curves are lettered *a*, *b*, and *c*, and a current clockwise directed about the delta is indicated as positive. The line currents are derived by Kirchhoff's law that the sum of the currents from the common junction of several conductors must always equal zero. Outwardly directed currents are considered positive. These curves of resultant line current are designated in Fig 366 as *a-b*, *b-c*, and *c-a*. Thirteen ordinates, lettered from A to M, divide one com-

## Rotary Converters

cycle up into 30 deg sections. In Fig 367 are given diagrams of line and phase currents from each of the ordinates from A to F. The remainder, from G to M, would merely be a repetition of these. An examination of these six diagrams, so far as relates to current magnitudes, are of two kinds, of which A and B are the types. In A, the three current values in the windings, are respectively 0, 867 and  $-867$ , whilst these values in B, are 5, 5 and  $-1.00$ . Hence it is sufficient for practical purposes to study the current distribution in the armature conductors, corresponding

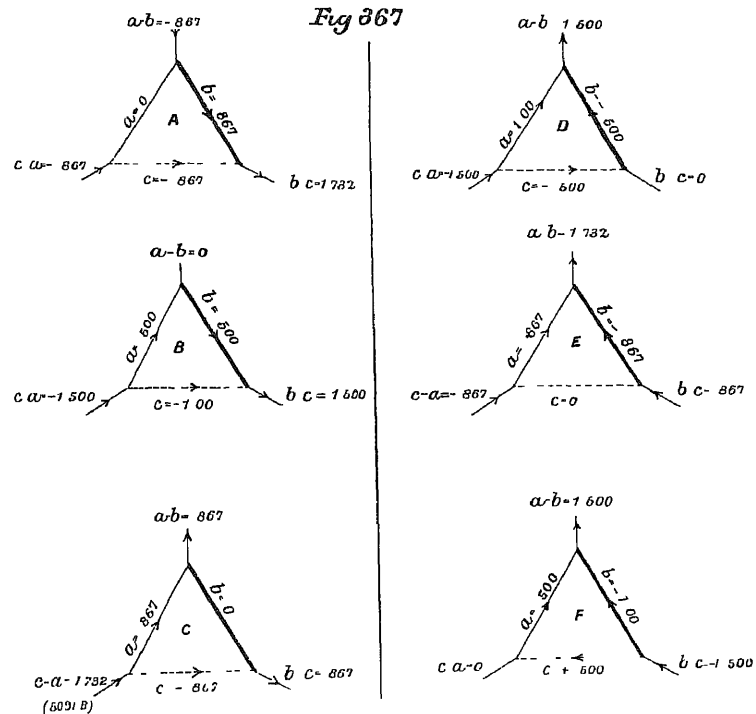


positions A and B, and to then calculate the average  $C^2R$  loss for these positions. For this purpose, developed diagrams have been mapped out in Figs 368 and 369, for the winding of a rotary converter, from whose commutator 100 amperes at 100 volts are to be delivered from each pair (positive and negative), of brushes. The number of poles is immaterial as the armature has a multiple-circuit single winding, and it may be assumed that there are two conductors per slot, though this assumption is not necessary. It was thought best to take a fairly large number of conductors, and to take into account, just as it comes, the disturbing influence of the brushes, which somewhat modifies the final result. Of course, this

### *C<sup>2</sup>R Loss in Armature Conductors of Rotary Converters*

disturbing influence would vary with the width of the brushes. Comparatively narrow brushes are shown, and this will tend to off-set number of conductors' being considerably less than would be taken in practice for this voltage.

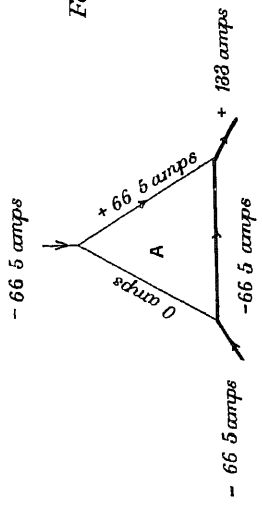
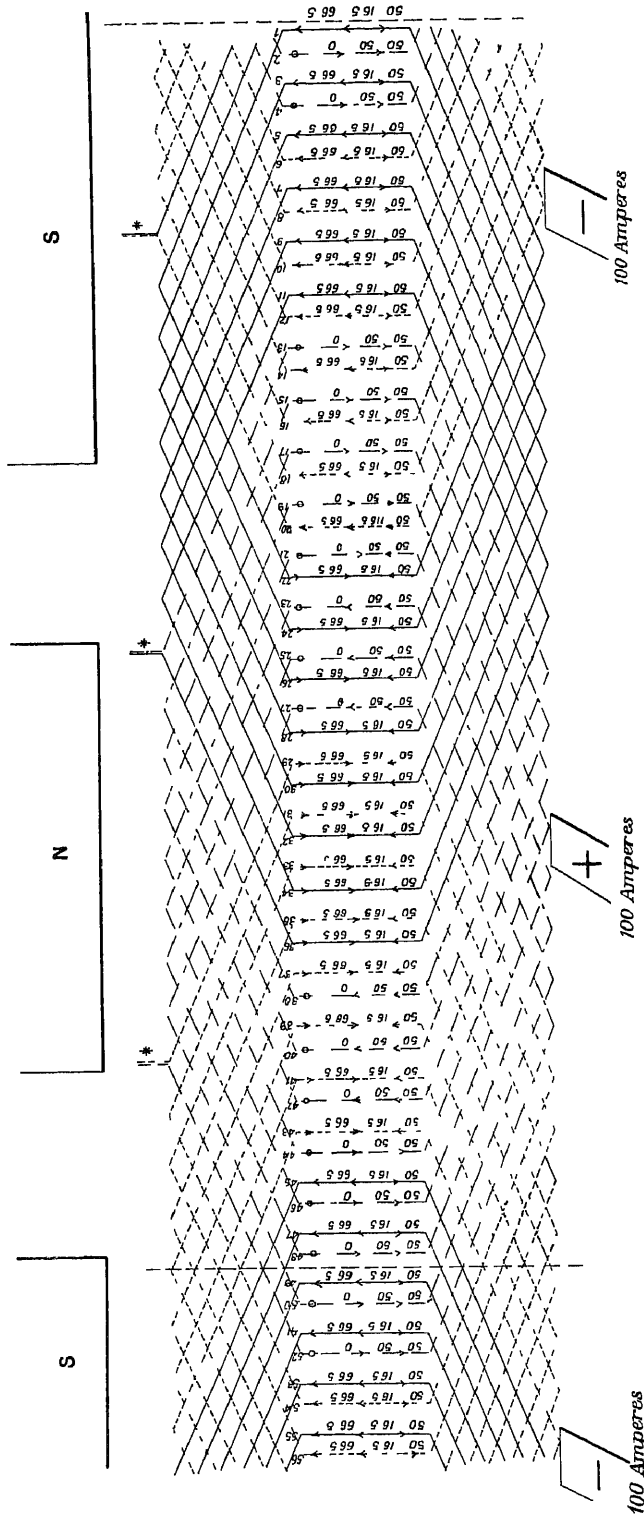
The assumption is made that the rotary converter is of 100 per cent efficiency, only calling for an input equal to the output. To supply 100 amperes to the commutator brushes calls for 50 amperes per conductor so far as the continuous-current end is concerned. This is shown



direction and magnitude by arrowheads and figures at the lower end of the vertical lines representing face conductors.

100 volts and 100 amperes give 10,000 watts per pair of 1. Therefore, input per phase = 3330 watts. Volts between collector rings = volts per winding =  $100 \times 615 = 615$  volts<sup>1</sup>. Amperes per winding =  $\frac{3330}{615} = 54$  amperes (effective). In this analysis, which cons

<sup>1</sup> The Estimation of the Electro-Motive Force in Rotary Converters, Tables of the Ratio of the Alternating Voltage between Collector Rings to the Continuous-Current Voltage at the Commutator, and the Estimation of the Effect of the Pole Face Spread these Values, have already been given on pages 84, 85, and 86, in the section on Force for Electro-Motive Force.



For results see Table III

Fig 368

\* To Collector Rings

NOTE — In the above and opposite diagrams (Figs 368 and 369) the figures on the right hand of the vertical lines should in each case be referred to positions immediately under the arrow heads

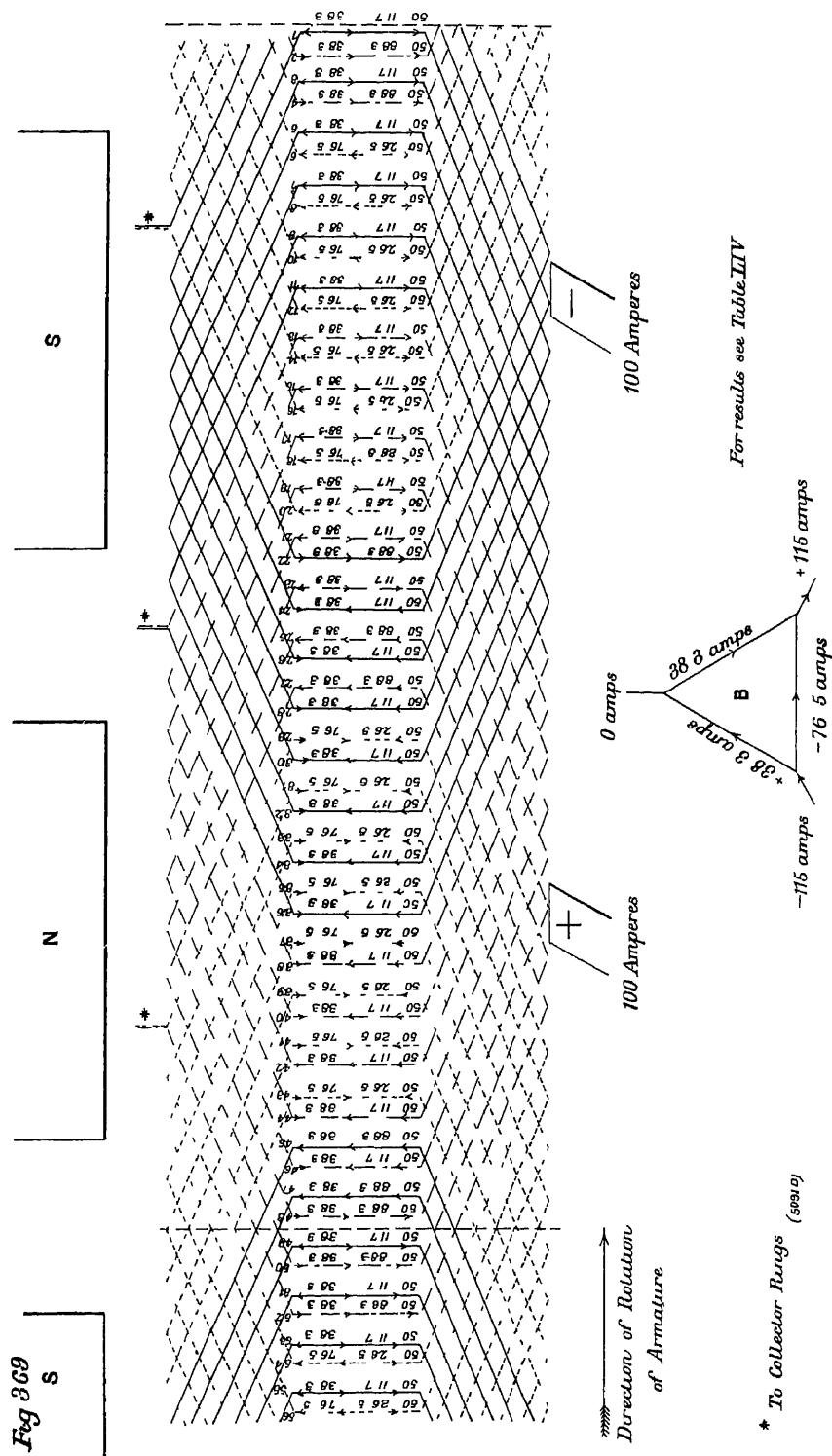




TABLE III

Current in Phase				Current 30 Deg out of Phase Cos 30 Deg = 866					Current 60 Deg out of Phase Cos 60 Deg = 500					
Number of Conductor	Continuous Current	Alternating Current	Resultant Current	(Current)	Continuous Current	Alternating Current, not Considering Power Factor	Alternating Cur- rent - 866	Resultant Current	(Current) <sup>2</sup>	Continuous Current	Alternating Current, not Considering Power Factor	Alternating Cur- rent - 500	Resultant Current	(Current) <sup>2</sup>
1	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
2	- 50	0	- 50	2,500	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
3	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
4	- 50	0	- 50	2,500	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
5	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	0	0	- 50	2,500
6	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
7	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	0	0	- 50	2,500
8	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
9	- 50	+ 66.5	+ 16.5	272	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
10	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
11	- 50	+ 66.5	+ 16.5	272	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
12	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	+ 66.5	+ 133	+ 83	6,900
13	- 50	0	- 50	2,500	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
14	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	- 66.5	- 133	- 183	33,500
15	- 50	0	- 50	2,500	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
16	- 50	+ 66.5	+ 16.5	272	- 50	+ 66.5	+ 76.7	+ 26.7	710	- 50	- 66.5	- 133	- 183	33,500
17	- 50	0	- 50	2,500	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
18	- 50	+ 66.5	+ 16.5	272	- 60	- 66.5	- 76.7	- 126.7	16,000	- 50	- 66.5	- 133	- 183	33,500
19	- 50	0	- 50	2,500	- 50	0	0	- 50	2,500	- 50	0	0	- 50	2,500
20	- 50	+ 66.5	+ 116.5	13,500	+ 50	- 66.5	- 76.7	- 26.7	710	+ 50	- 66.5	- 133	- 83	6,900

21	+ 50	0	- 50	2,500	+ 50	0	0	0	+ 50	2,500	+ 50	- 66 5	- 133	-	83	6,900
22	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
23	+ 50	0	+ 50	2,500	+ 50	0	0	- 50	-	2,500	+ 50	- 66 5	- 133	-	83	6,900
24	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
25	+ 50	0	+ 50	2,500	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
26	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
27	+ 50	0	+ 50	2,500	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
28	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
29	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
30	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
31	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
32	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
33	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
34	+ 50	- 66 5	- 16 5	272	+ 50	-	0	+ 50	+	2,500	+ 50	0	0	+	50	2,500
35	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
36	+ 50	- 66 5	- 16 5	272	+ 50	-	0	+ 50	+	2,500	+ 50	0	0	+	50	2,500
37	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
38	+ 50	0	+ 50	2,500	+ 50	-	0	+ 50	+	2,500	+ 50	0	0	+	50	2,500
39	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
40	+ 50	0	+ 50	2,500	+ 50	-	0	+ 50	+	2,500	+ 50	0	0	+	50	2,500
41	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
42	+ 50	0	+ 50	2,500	+ 50	-	0	+ 50	+	2,500	+ 50	0	0	+	50	2,500
43	+ 50	- 66 5	- 16 5	272	+ 50	-	- 76 7	- 26 7	-	710	+ 50	- 66 5	- 133	-	83	6,900
44	- 50	0	- 50	2,500	- 50	-	0	- 50	-	2,500	- 50	0	0	-	50	2,500
45	- 50	+ 66 5	+ 16 5	272	- 50	-	+ 76 7	+ 26 7	+	710	- 50	+ 66 5	+ 133	+	83	6,900
46	- 50	0	- 50	2,500	- 50	-	0	- 50	-	2,500	- 50	+ 66 5	+ 133	+	83	6,900
47	- 50	+ 66 5	+ 16 5	272	- 50	-	+ 76 7	+ 26 7	+	710	- 50	+ 66 5	+ 133	+	83	6,900
48	- 50	0	- 50	2,500	- 50	-	0	- 50	-	2,500	- 50	+ 66 5	+ 133	+	83	6,900

TABLE LIV

Number of Conductor	Current in Phase				Current 30 Deg Out of Phase Cos 30 Deg = 866				Current 60 Deg Out of Phase Cos 60 Deg = 500			
	Continuous Current	Alternating Current	Resultant Current	(Current) <sup>2</sup>	Continuous Current	Alternating Current - 866	Resultant Current	(Current) <sup>2</sup>	Continuous Current	Alternating Current, not considering Power Factor	Alternating Current - 500	Resultant Current
1	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
2	50	- 38 3	- 88 3	7800	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
3	50	+ 38 3	+ 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
4	50	- 38 3	- 88 3	7800	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
5	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
6	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
7	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
8	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
9	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
10	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
11	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
12	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	+ 76 5	+ 153	+ 103
13	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
14	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	- 38 3	- 76 5	- 126 5
15	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
16	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	+ 88 2	1450	- 50	- 38 3	- 76 5	- 126 5
17	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
18	50	+ 76 5	+ 26 5	700	- 50	+ 76 5	- 44 1	8900	- 50	- 38 3	- 76 5	- 126 5
19	50	+ 38 3	- 11 7	137	- 50	+ 38 3	+ 44 1	35	- 50	+ 38 3	+ 76 5	+ 26 5
20	50	+ 76 5	+ 26 5	700	- 50	- 38 3	- 44 1	8900	- 50	- 38 3	- 76 5	- 126 5

*C<sup>2</sup>R Loss in Armature Conductors of Rotary Converters*

21	-	50	+	38 3	-	11 7	137	-	50	+	38 3	+ 44 1	-	5 9	35	-	50	-	76 5	-	153	-	203	41,000
22	-	50	-	38 3	-	88 3	7800	-	50	-	38 3	- 44 1	-	94 1	8900	-	50	-	38 3	-	76 5	-	126 5	16,000
23	-	50	+	38 3	-	11 7	137	-	50	+	38 3	+ 44 1	-	5 9	35	-	50	-	76 5	-	153	-	203	41,000
24	+	50	-	38 3	+	11 7	137	+	50	-	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
25	+	50	+	38 3	+	88 3	7800	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
26	+	50	-	38 3	+	11 7	107	-	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
27	+	50	+	38 3	+	88 3	7800	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
28	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
29	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
30	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
31	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
32	+	50	+	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	25 6	700
33	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
34	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
35	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
36	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	-	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
37	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
38	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
39	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
40	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
41	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
42	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
43	+	50	-	76 5	-	26 5	700	-	50	+	76 5	- 88 2	-	38 2	1450	+	50	+	76 5	-	153	-	103	10,600
44	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
45	+	50	+	38 3	+	88 3	7800	+	50	+	38 3	+ 44 1	+	94 1	8900	+	50	+	38 3	-	76 5	-	126 5	16,000
46	+	50	-	38 3	+	11 7	137	+	50	+	38 3	- 44 1	+	5 9	35	+	50	+	38 3	-	76 5	-	26 5	700
47	+	50	+	38 3	+	88 3	7800	+	50	+	38 3	+ 44 1	+	94 1	8900	+	50	+	38 3	-	76 5	-	126 5	16,000

instantaneous values, a sine wave current curve has been assumed, working from the maximum value of  $54 \times \sqrt{2} = 76.5$  amperes

When the current is in phase with the electromotive force, the distribution of things for positions A and B respectively, is as shown in the diagrams of Figs 368 and 369. There are 48 conductors, corresponding to two poles, and these are numbered from 1 to 48. Any 48 successive conductors will give the same result. The values and arrowheads at the upper part of the lines representing the face conductors, give the instantaneous values and directions of the currents corresponding to the instantaneous conditions. The figures and arrowheads at the middle of these lines give the instantaneous values and directions of the resultant currents. These results are also given in Tables LIII and LIV, where a current from bottom to top is regarded as positive, and from top to bottom, as negative. There are also given values for lagging currents, the results from which show a rapid rise in  $C^2R$  loss.

These results are summed up in Table LV, the figures given being the average for positions A and B —

TABLE LV — PER CENT THAT ARMATURE  $C^2R$  LOSS IS OF THAT OF SAME ARMATURE IN A CONTINUOUS-CURRENT GENERATOR FOR THE SAME OUTPUT, ASSUMING 100 PER CENT CONVERSION EFFICIENCY

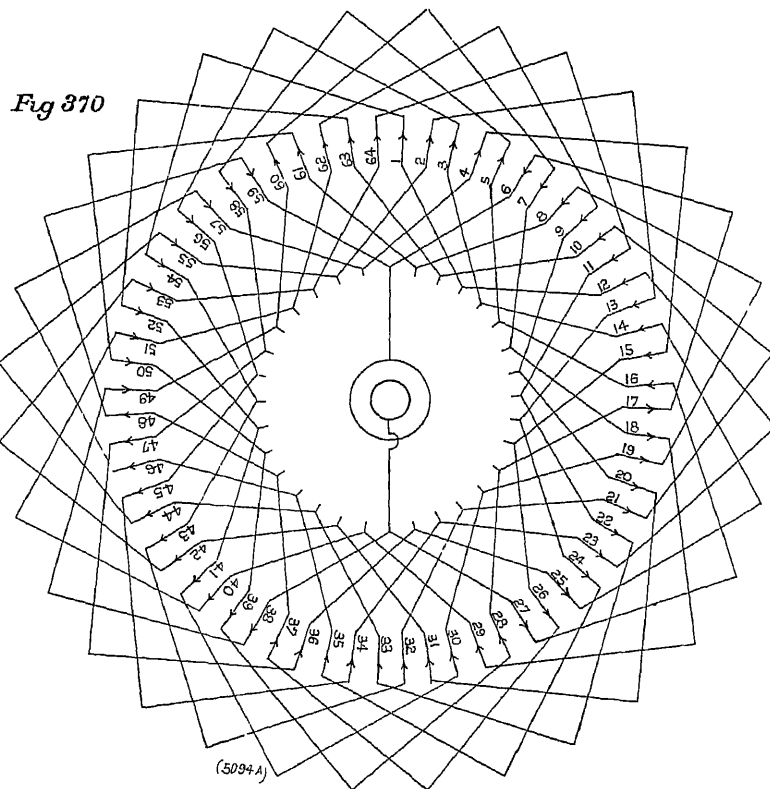
Power Factor	Per Cent
1.00	58
87	85
50	375
0	$\infty$

Some indefiniteness is introduced by the exact position and width of the brushes under the condition of power factor of unity, the results for this value being higher, in proportion as the number of conductors per pole is low. But for the other values of the power factor, this indefiniteness does not appear. It will be noted that, just before reaching the position of short-circuit under the brush, the current is often the sum of the alternating and continuous currents.

Throwing the results into the above form, brings out forcibly the fact that it is only for comparatively high-power factors that the residual  $C^2R$  loss is so greatly decreased.

SINGLE-PHASE ROTARY CONVERTERS

The winding is connected up to the commutator segments, exact for an ordinary continuous-current dynamo. For the alternating-current connections the winding is tapped, for a two-circuit winding, at some point, to one collector ring. Then after tracing through one-half of armature conductors, a tap is carried to the other collector ring. This

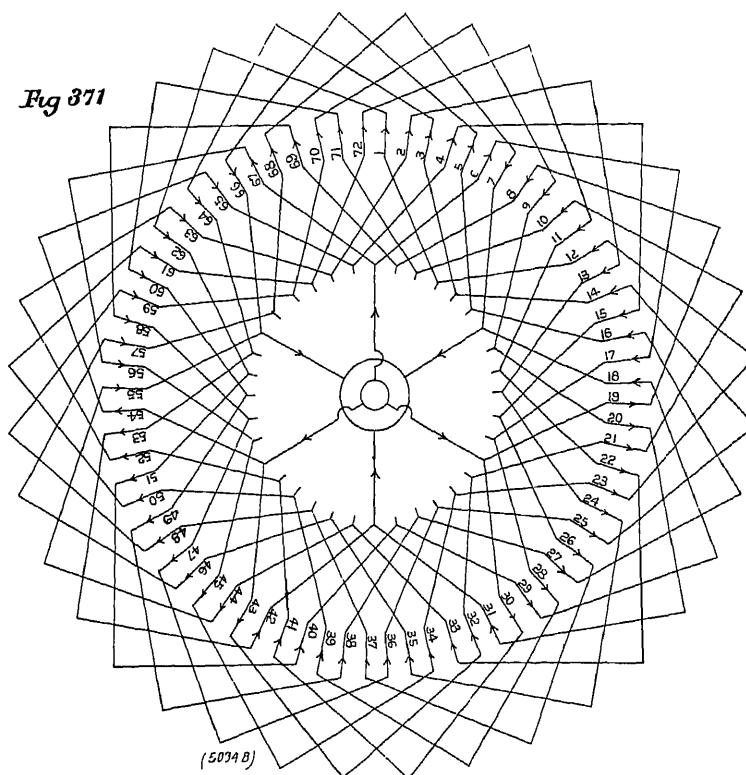


WINDING FOR A SINGLE-PHASE ROTARY CONVERTER TWO-CIRCUIT SINGLE WINDING  
64 CONDUCTORS, SIX POLES, PITCH 11

of a two-circuit single winding, connected up as a single-phase converter, is illustrated in the winding diagram of Fig 370, which is for a six-pole armature with 64 conductors.

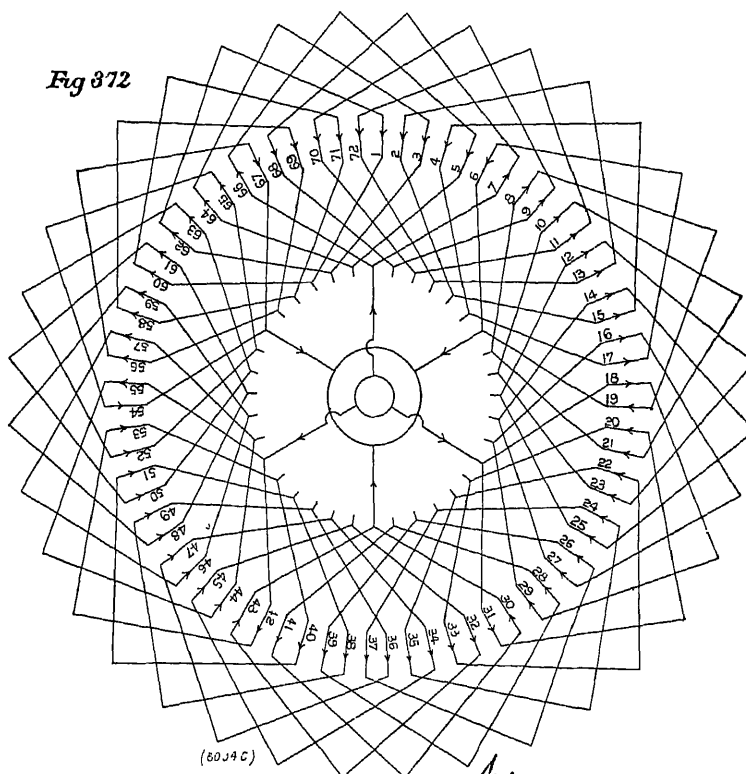
In Fig 371 is given a diagram for a six-pole single-phase converter, with a two-circuit singly re-entrant triple winding. This winding has 72 conductors. Single-phase rotary converters, with

**Fig 371**



WINDING FOR A SINGLE-PHASE ROTARY CONVERTER TWO-CIRCUIT SINGLY RE-ENTRANT  
TRIPLE WINDING WITH 72 CONDUCTORS, SIX POLES, PITCH 11

**Fig 372**

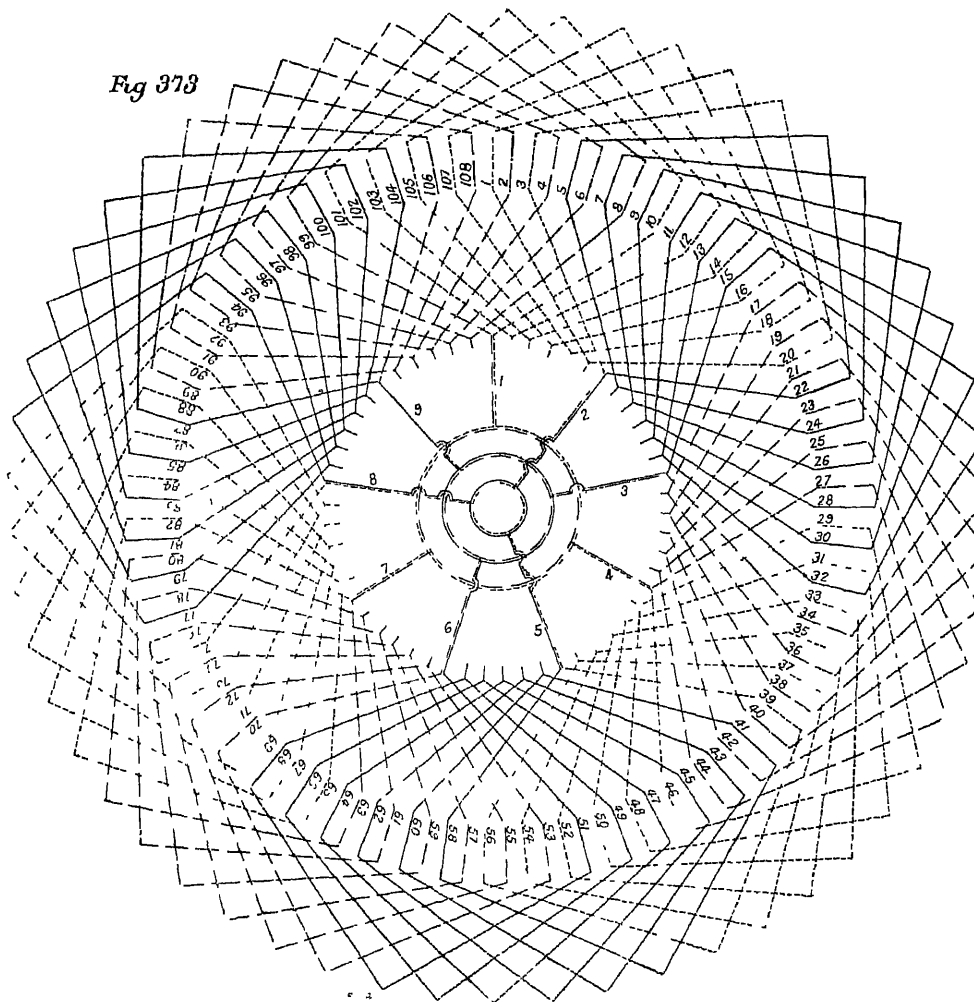


WINDING FOR A SINGLE-PHASE ROTARY CONVERTER ~~TWO~~ <sup>Six</sup> ~~CIRCUIT~~ SINGLE WINDING WITH  
72 CONDUCTORS, SIX POLES, FRONT PITCH 13, BACK PITCH 11

circuit *multiple* windings, have two taps per winding, hence the two-circuit triple winding of Fig 371 has  $2 \times 3 = 6$  equi-distant taps

In Fig 372 a six-circuit single winding, also with 72 conductors, connected up as a single-phase rotary converter For such a winding

Fig 373



WINDING FOR A THREE-PHASE ROTARY CONVERTER SIX-CIRCUIT SINGLE WINDING WITH 108 CONDUCTORS, SIX POLES, FRONT PITCH 19, BACK PITCH 17

there are two taps per pair of poles, hence six taps in all, the winding being divided up into six equal sections of 12 conductors each

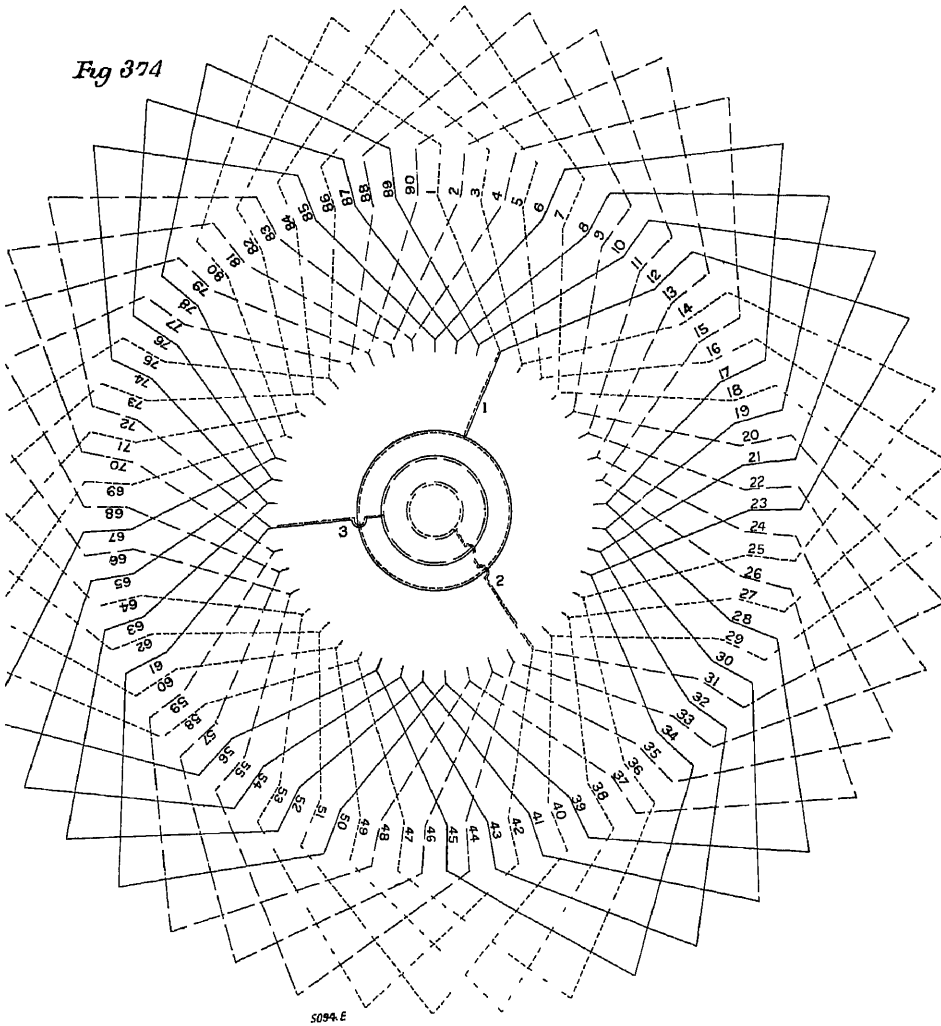
In single-phase rotary converters, the overlapping of the commutator and collector-ring currents is so much less complete than for multiphase as shown already on pages 284, 285, Tables LI and LII, as to render the



## *Rotary Converters*

are very uneconomical, because of the reduced output in a given machine. One of the further disadvantages is that a single-phase rotary cannot be brought to synchronism from the alternating-current side. In general, the construction of single-phase rotary converters is distinctly unsatisfactory, and

*Fig 374*



5094.E

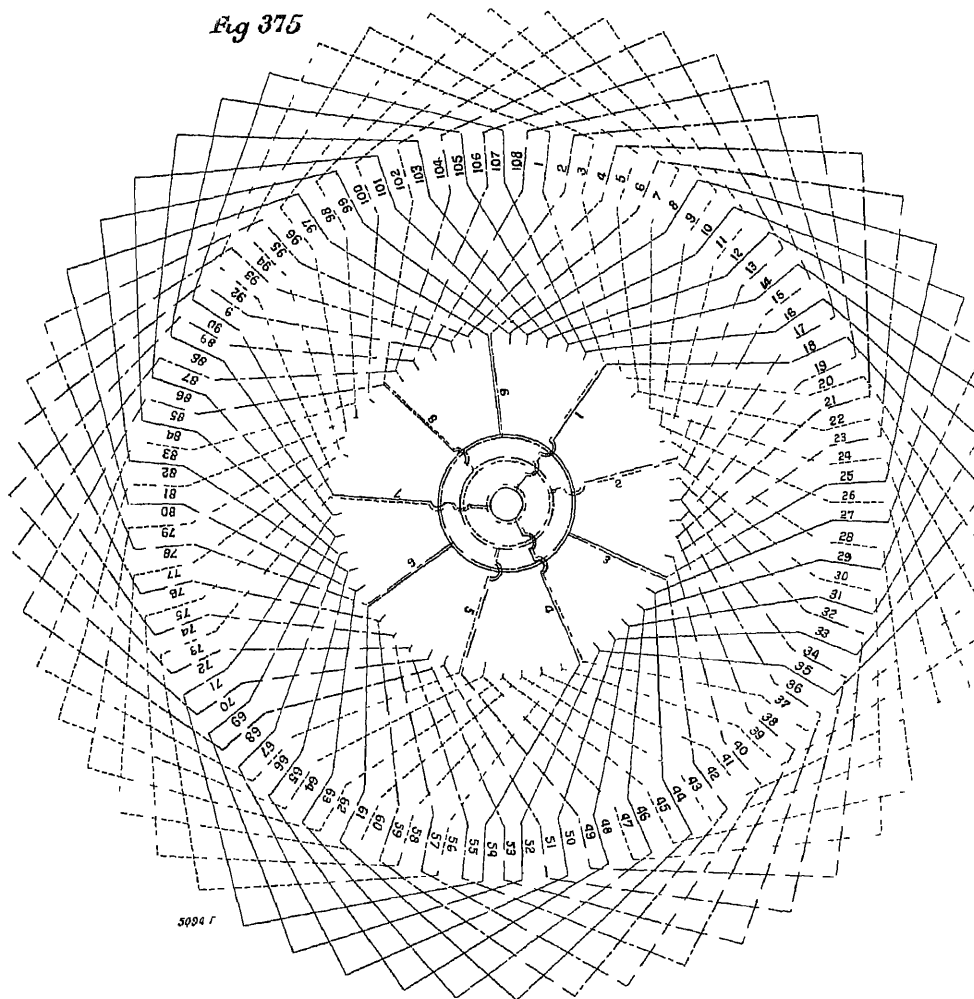
WINDING FOR A THREE-PHASE ROTARY CONVERTER TWO-CIRCUIT SINGLE WINDING WITH  
90 CONDUCTORS, EIGHT POLES, PITCH 11

are rarely used except for small capacities. An examination of the windings shows that, due to the distribution of the conductors over the peripheral surface, the turns in series between collector rings are not simultaneously linked with the entire magnetic flux, in fact, such a winding used as a pure alternating current single-phase generator, gives

## *Advantages of Polyphase over Single-Phase Rotaries*

but 71 per cent as great a voltage at the collector rings as the machine used as a continuous-current dynamo would give at commutator<sup>1</sup> The ratio of the outputs, under such conditions, is equal loads in the armature conductors, 71 100 It will be seen in following that this is largely avoided when the winding is subdivided

*Fig 375*



WINDING FOR A THREE-PHASE ROTARY CONVERTER TWO-CIRCUIT SINGLY RE-ENTRANT  
TRIPLE WINDING WITH 108 CONDUCTORS, SIX POLES, PITCH 17

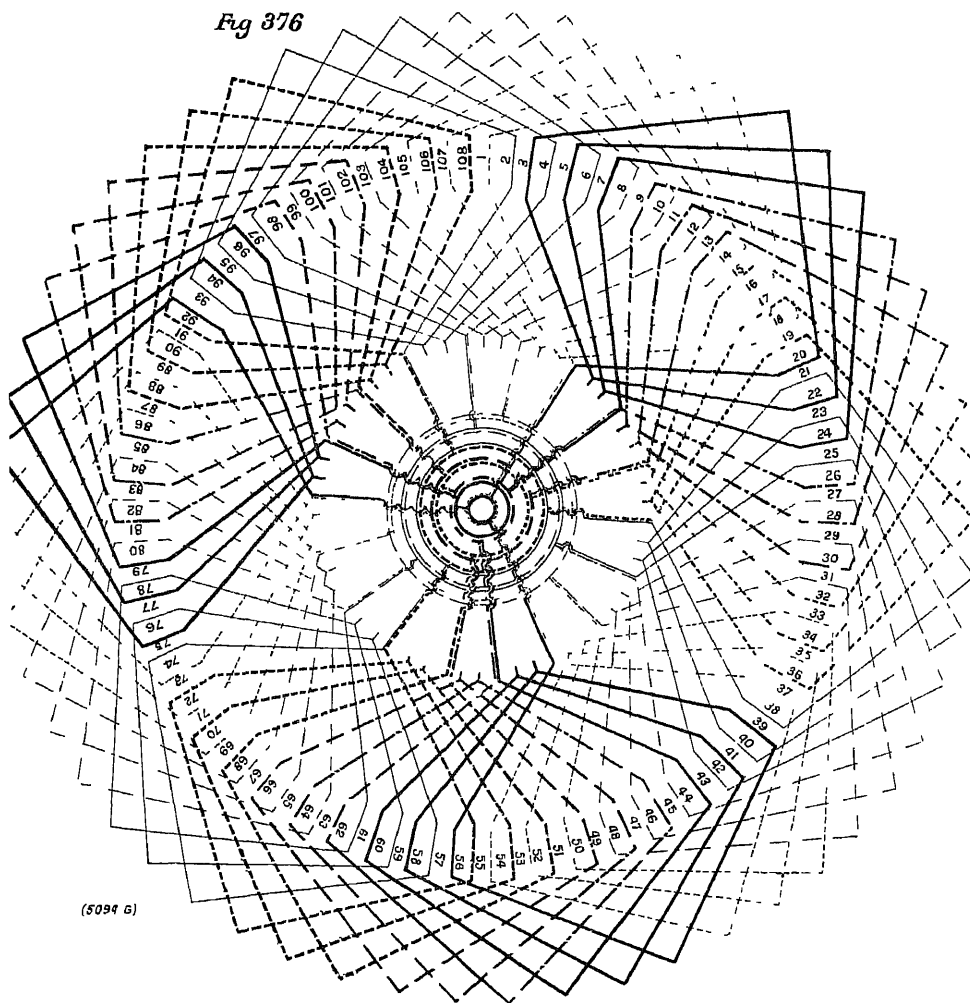
polyphase connections, and the relative advantages of these different polyphase systems is largely dependent upon the extent to which they are free from this objection.

<sup>1</sup> A discussion of the ratio of commutator and collector-ring voltages in rotary converters has already been given on pages 84 to 86, in the section relating to Formulae for Electromotive Force

### THREE-PHASE ROTARY CONVERTERS

The earlier rotaries were generally operated as three phasers, the output for a given C<sup>2</sup>R loss in the armature winding being 38 per cent greater than for the same armature as used in a continuous-current

Fig 376

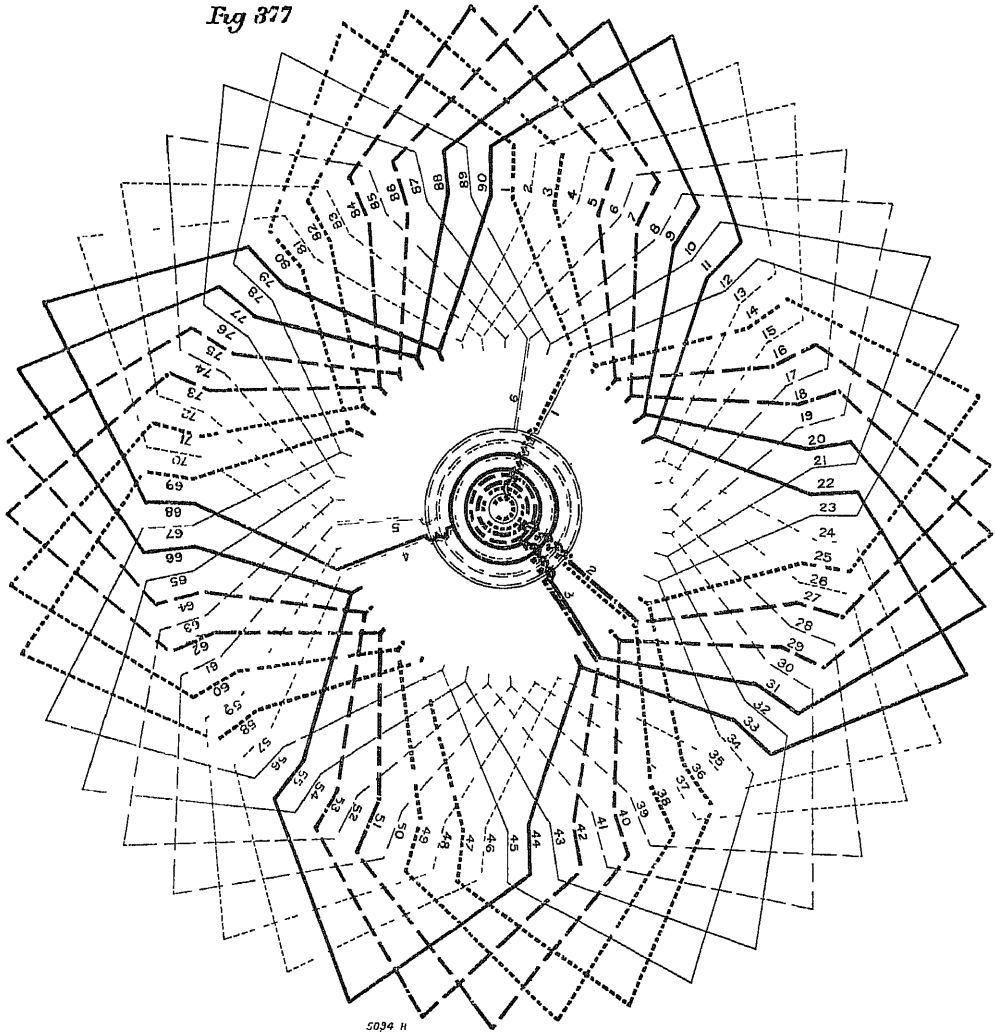


WINDING FOR A SIX-PHASE ROTARY CONVERTER SIX-CIRCUIT SINGLE WINDING WITH 108 CONDUCTORS, SIX POLES, PITCH, FRONT 19, BACK 17

erator To-day, however, most rotaries are being arranged to be operated either as four or six-phasers, with the still further advantages of 67 per cent and 98 per cent increased output respectively, for a given rating in the armature conductors. These are the values given in Table LI.

For three-phase rotary converters, there are three sections per pair of poles in multiple-circuit single windings, and three sections per pair of poles per winding in multiple-circuit multiple windings. There are three sections per winding, regardless of the number of pairs of poles

Fig 377



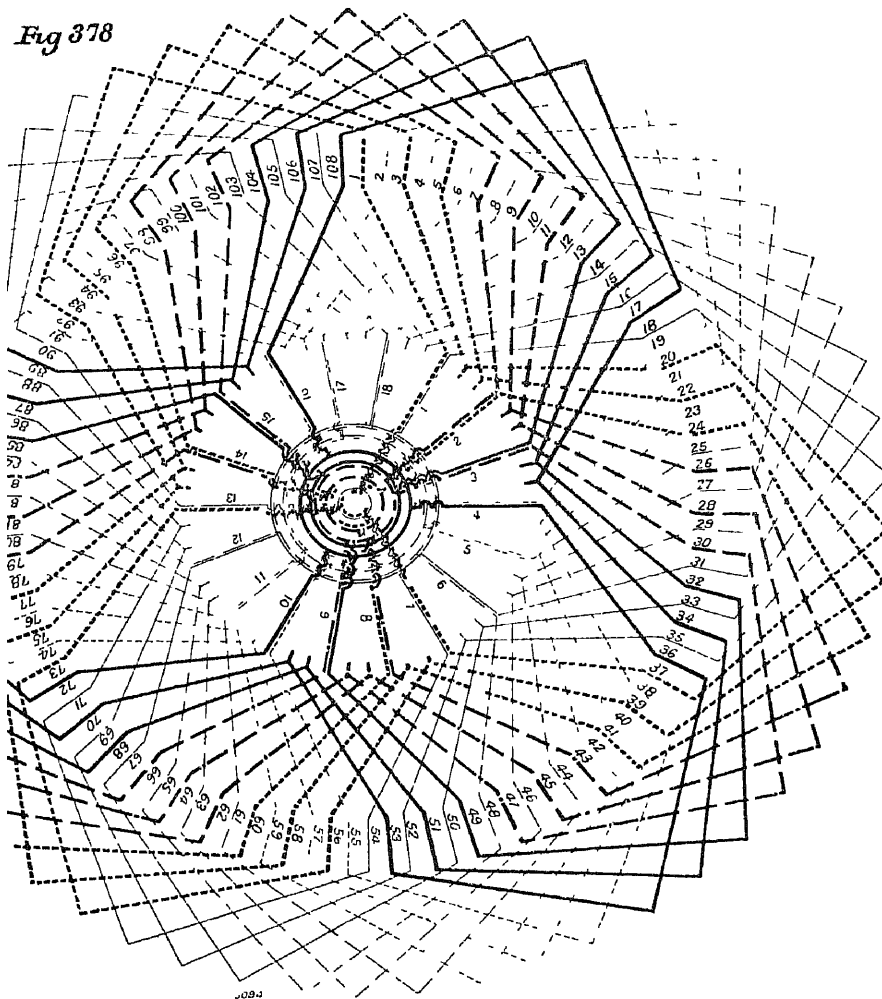
WINDING FOR A SIX PHASE ROTARY CONVERTER TWO-CIRCUIT SINGLE WINDING WITH 90 CONDUCTORS, EIGHT POLES, PITCH 11

in two-circuit windings. Thus, a six-pole machine, with a six-circuit triple winding, would have  $6 \times 3 = 9$  sections. At equal ninths through the winding from beginning to end, leads would be carried to collector rings, three leads to each of the three collector rings. But if the armature had had a two-circuit double winding, there would have

## *Rotary Converters*

the sections per winding, regardless of the number of poles, in a two-circuit double winding there would be  $2 \times 3 = 6$  sections per pole, which leads to the three collector rings. In Figs 373, 374 and 375 are shown diagrams of three-phase rotary converter windings, from a

**Fig 378**



A SIX-PHASE ROTARY CONVERTER TWO CIRCUIT SINGLY RE-ENTRANT TRIPLE WINDING WITH 108 CONDUCTORS, SIX POLES, PITCH 17

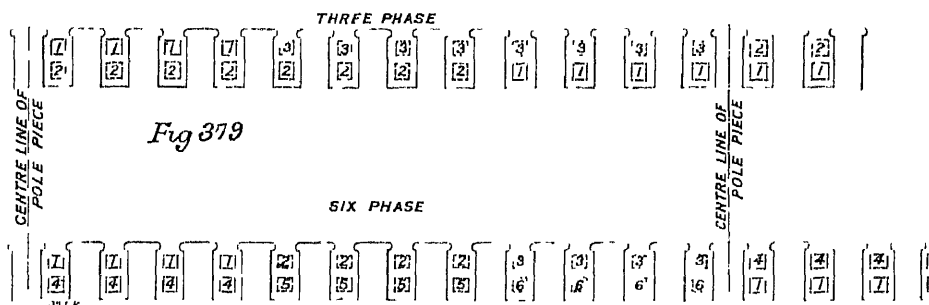
rich familiarity with the inherent characteristics of such windings. The most distinctive characteristic is the overlapping of the conductors of the three phases, in consequence of which one portion of the periphery of the armature carries conductors of two phases. At one portion, the conductors will belong to phases 1 and 2, then to 2 and 3, and then to 3 and 1, then

## Six-Phase Rotaries

again to 1 and 2, the repetition occurring once per pair of poles in consequence of this property, the conductors of any one phase distributed over two-thirds of the entire periphery, and when the density of the magnetic flux exceeds one-third of the polar pitch—and generally, when spreading is considered, at least three-quarters of the polar pitch—all the turns of one phase will not be simultaneously linked with the entire flux, and the consequence is a lower alternating-current voltage per phase than if simultaneous linkage of all the turns of one phase with the entire flux occurred. Hence, for a given heating, the output is limited, although already, because of more effective linkage of conductors and flux, 56 per cent higher than for single-phase rotaries.

### SIX-PHASE ROTARY CONVERTER

This disadvantage is mainly overcome in the so-called six-phase rotary converter, in which—as will appear later—the conductors of an

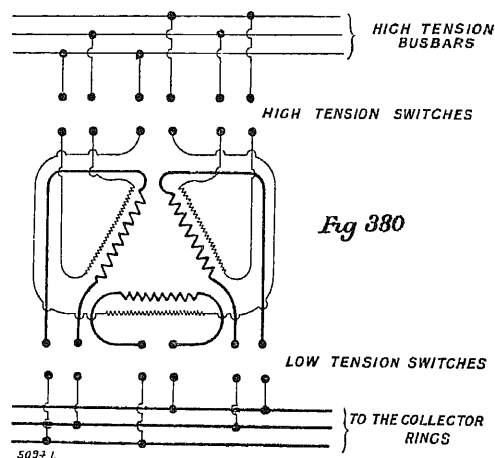


phase are distributed over only one-third of the entire periphery, the result of which is an almost simultaneous linkage of all the turns of one phase, with the entire magnetic flux, is obtained. The resultant output of such a machine, for a given heating of the armature conductors, increases, as stated in Table LI on page 281, in the ratio of 1.38 to 1, i. e., by 38 per cent beyond that of an ordinary three-phase machine. As a matter of fact, this so-called six-phase is only a special case of a six-conductor winding.

Figs. 376, 377, and 378 are the same winding diagrams as for Figs. 374, and 375 (pages 297, 298, and 299), but with the connections made for the so-called "six-phase," with six collector rings. This requires in each case subdividing the winding up into just twice as many sections as for the case of three-phase windings. A study of these windings will show

with these connections with six sections (where before there were three), the first and fourth, second and fifth, and third and sixth, taken in pairs, give a distribution of the conductors, suitable for a three-phase winding, each of the above pairs constituting a phase. Furthermore, each portion of the periphery is now occupied exclusively by conductors belonging to one phase, *i.e.*, the first and fourth groups, the second and fifth, or the third and sixth, and in this way is distinguished from the previously described three-phase windings in which the phases overlapped.

This distinction will be made more clear by a study of the diagrams given in Fig. 379.



#### INTERCONNECTION OF STATIC TRANSFORMERS AND ROTARY CONVERTERS

For three-phase rotary converters, the transformers should preferably be connected in "delta," as this permits the system to be operated with two transformers in case the third has to be cut out of circuit temporarily or repairs.

A satisfactory method of connection is given in Fig. 380.

For six-phase rotary converters, either of two arrangements will be satisfactory. One may be denoted as the "double delta" connection, and the other as the "diametrical" connection. Let the winding be represented by a circle (Fig. 381), and let the six equidistant points on the circumference represent collector rings, then the secondaries of the transformers may be connected up to the collector rings in a "double delta," as in the first diagram, or across diametrical pairs of points as in the second diagram. In the first case it is necessary that each of the three transformers have

## Six-Phase Rotaries

two independent secondary coils, as A and A', B and B', C and C', with in the second case there is need for but one secondary coil per transformer. The two diagrams (Fig 382) make this clear.

In the first case, the ratio of collector ring to commutator voltage is the same as for a three-phase rotary converter, it simply consisting of "delta" systems. In the second case, the ratio is the same as single-phase rotary converter, it being analogous to three such systems.

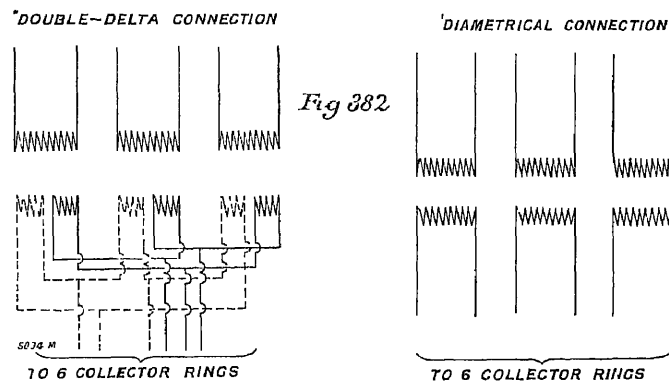
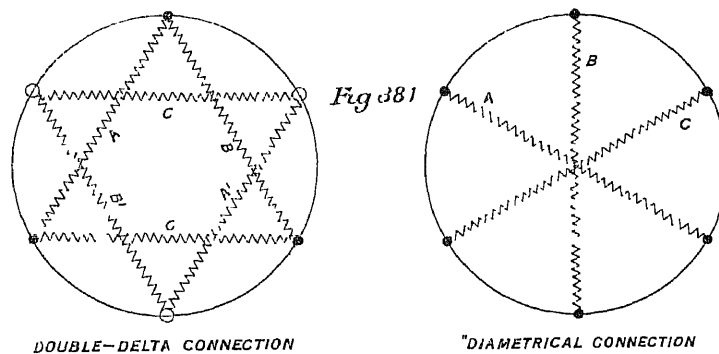


TABLE LVI

Style of Connection for Six Phase Rotary Converter	Ratio of Collector Ring Voltage to Commutator Voltage
Double-delta connection	612
Diametrical	707

The latter—the "diametrical"—connection, is, on the whole, the preferred. The higher voltage at the collector rings, permits of carrying lighter cables about the station in wiring up from the static transformer to the rotary converter. It also only requires two secondary leads to be brought out—per transformer—and it simplifies the switching arrangement.



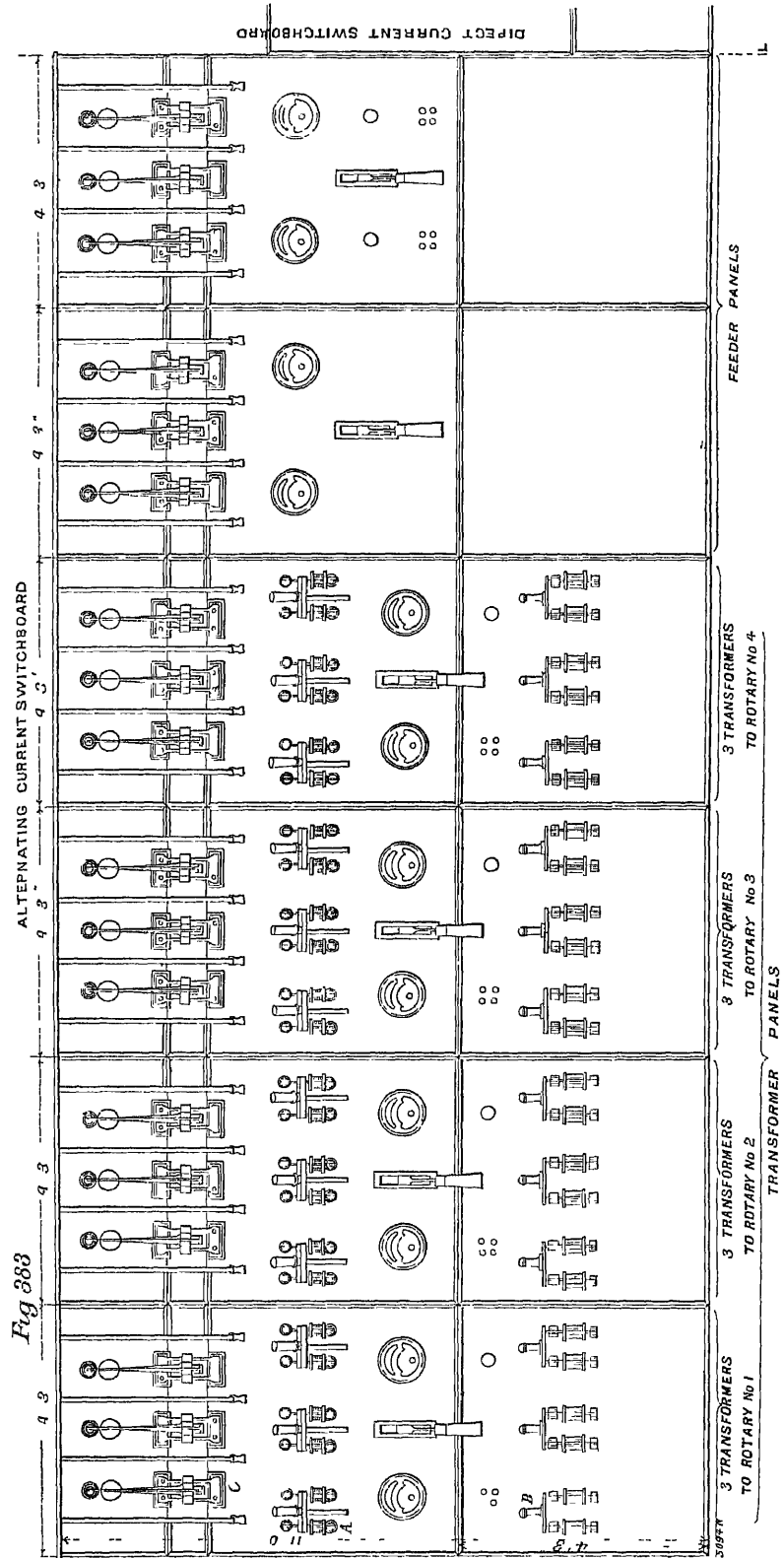
A switchboard connection suitable for a plant with four, six-phase rotary converters is given in Fig 383, where it is arranged that the synchronising shall be done on the high-tension side of the transformer. This method of synchronising avoids the necessity of six-bladed, heavy current, low-tension switches. The switches A and B are more for the purpose of connectors, the line circuits are intended to be made and broken by the high-tension, quick-break switches C. Another feature of the arrangement shown, is that it brings the entire alternating-current system to the left of the line L, and the entire continuous-current system to the right of the line L, thus keeping them entirely separate. The particular scheme shown, has two independent sets of high-tension feeders coming to the two feeder panels shown.

In conclusion, it may be said that six-phase rotary converters have, in practice, been found to run stably, and have been free from surging and flashing. The six collector rings can hardly be said to constitute any serious disadvantage, and there is the already explained gain of 11 per cent in output from the standpoint of the heating of the armature conductors. This latter is, of course, an important advantage, but it must be kept in mind that this gain does not apply to the commutator, which must be—for a given output—just as large for a six-phase rotary as for a three-phase.

#### FOUR-PHASE ROTARY CONVERTERS

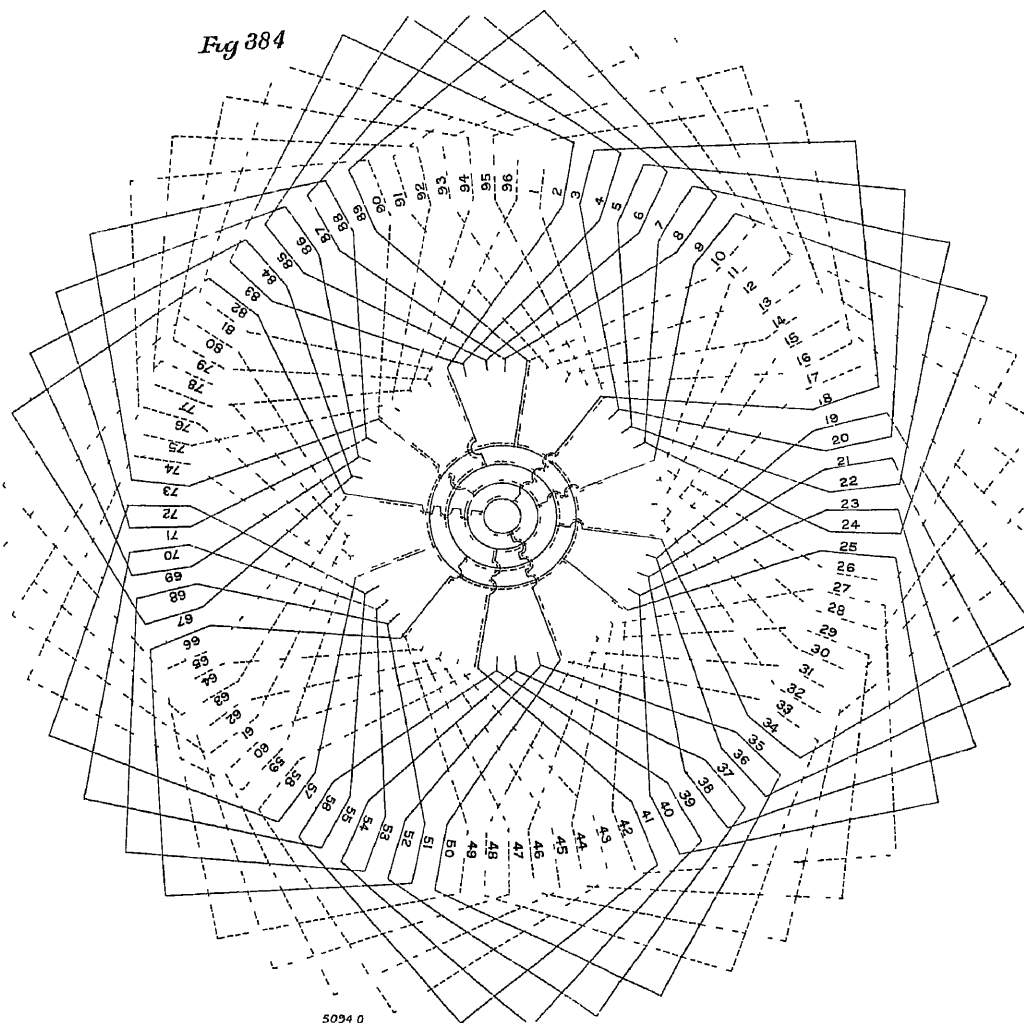
In Fig 384 is given a six-circuit single winding connected up as a four-phase rotary converter. Here we subdivide the winding into four sections per pair of poles—hence in this case  $4 \times 2 = 12$  total sections, and four collector rings.

A two-circuit single winding connected up for a four-phase rotary converter, is shown in Fig 385. It is subdivided into four sections, the rule for two-circuit windings used as four-phase rotary converters, being that they shall have four sections per winding, independent of the number of poles. Hence, in the two-circuit triple winding shown in Fig 386, the winding is subdivided into  $4 \times 3 = 12$  sections. All these four phase windings are characterised by the winding per phase having a spread of 50 per cent of the polar pitch. Sections 1 and 3, as also 2 and 4, are really in the same phase, in this sense such rotary converters are sometimes



alled two-phase, also occasionally quarter-phase. The distribution is also well shown in Fig 387

There are also in four-phase, as in six-phase, alternative methods of

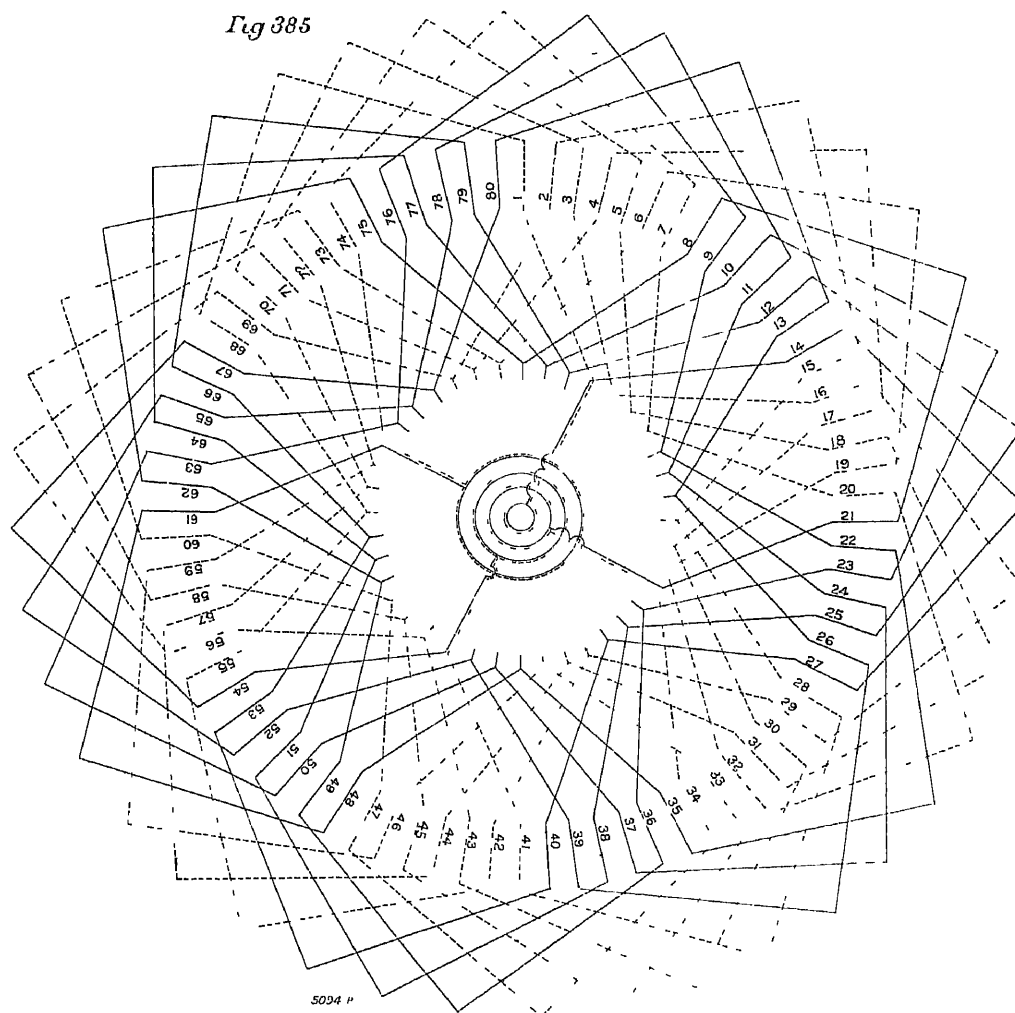


WINDING FOR A FOUR-PHASE ROTARY CONVERTER SIX-CIRCUIT SINGLE WINDING, WITH 96 CONDUCTORS, SIX POLES, PITCH 17 AND 15

connecting from secondary transformer terminals to collector rings The diametrical connection is to be preferred, and for the same reasons as in the case of six-phase

TWELVE-PHASE ROTARY CONVERTERS

Another interesting combination of apparatus permits of obtaining the advantages of a 12-phase rotary converter with only two static transformers. Each transformer has one primary and four equal secondary

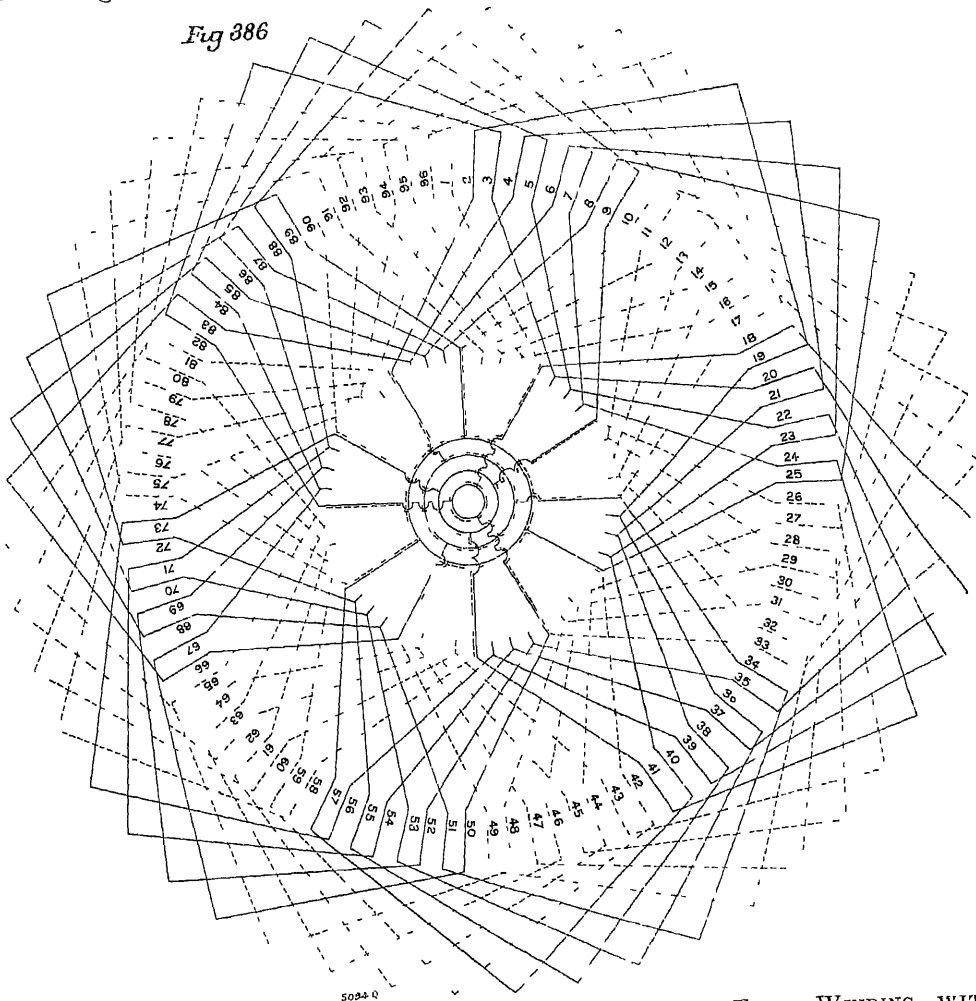


WINDING FOR A FOUR-PHASE ROTARY CONVERTER TWO CIRCUIT SINGLE WINDING, WITH 80 CONDUCTORS, SIX POLES, PITCH 13

coils. The primaries are excited from two circuits in quadrature with each other, and there are twelve tapplings into the armature per pair of poles in a multiple-circuit winding, and twelve tapplings per winding, independently of the number of poles in two-circuit windings. The diagram, Fig 388,

sets forth the underlying idea as applied to a bi-polar armature, the circle representing the winding, tapped at the points 1 to 12. Transformers I

Fig 386



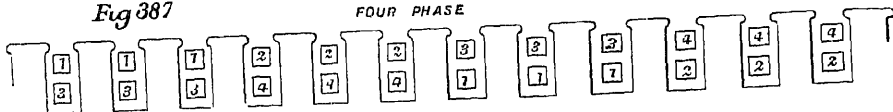
WINDING FOR A FOUR-PHASE ROTARY CONVERTER TWO CIRCUIT TRIPLE-WINDING, WITH 96 CONDUCTORS, SIX POLES, PITCH 17

and II have their primaries connected to circuits in quadrature with each other

The 60 deg chords represent the transformer secondaries 11-9, 3-5,

Fig 387

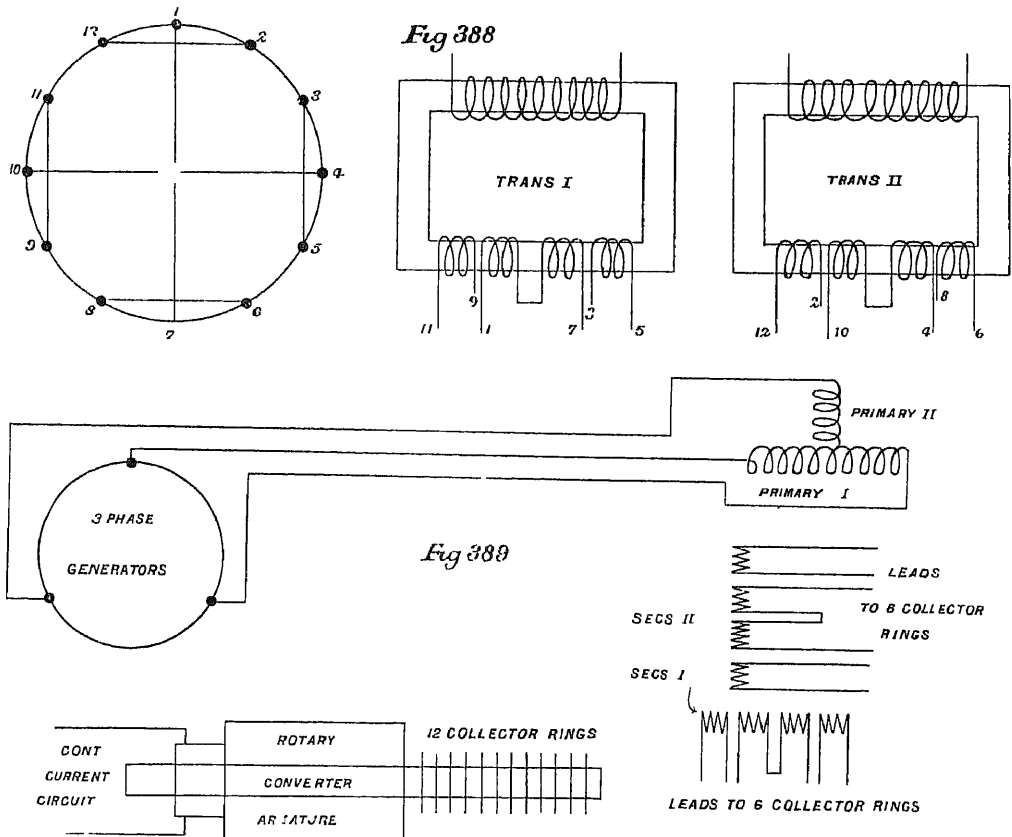
FOUR PHASE



12-2, and 8-6, while the two diameters represent the series-connected pairs of secondaries 1-7 and 10-4. Obviously the whole idea is based on

two inscribed hexagons, the one standing at an angle of 90 deg from the other. The four equally-wound secondary coils conform to the equality requirement between sides and radii.

By letting the transformer primaries have different windings, the well-known method of changing from three to quarter-phase permits of retaining the greater economy and other advantages of three-phase



transmission, and these further advantages of only two transformers per rotary, and greatly increased output per rotary. This system is sufficiently indicated in diagram, Fig 389.

### DESIGN OF A SIX-PHASE 400-KILOWATT, 25-CYCLE, 600-VOLT ROTARY CONVERTER

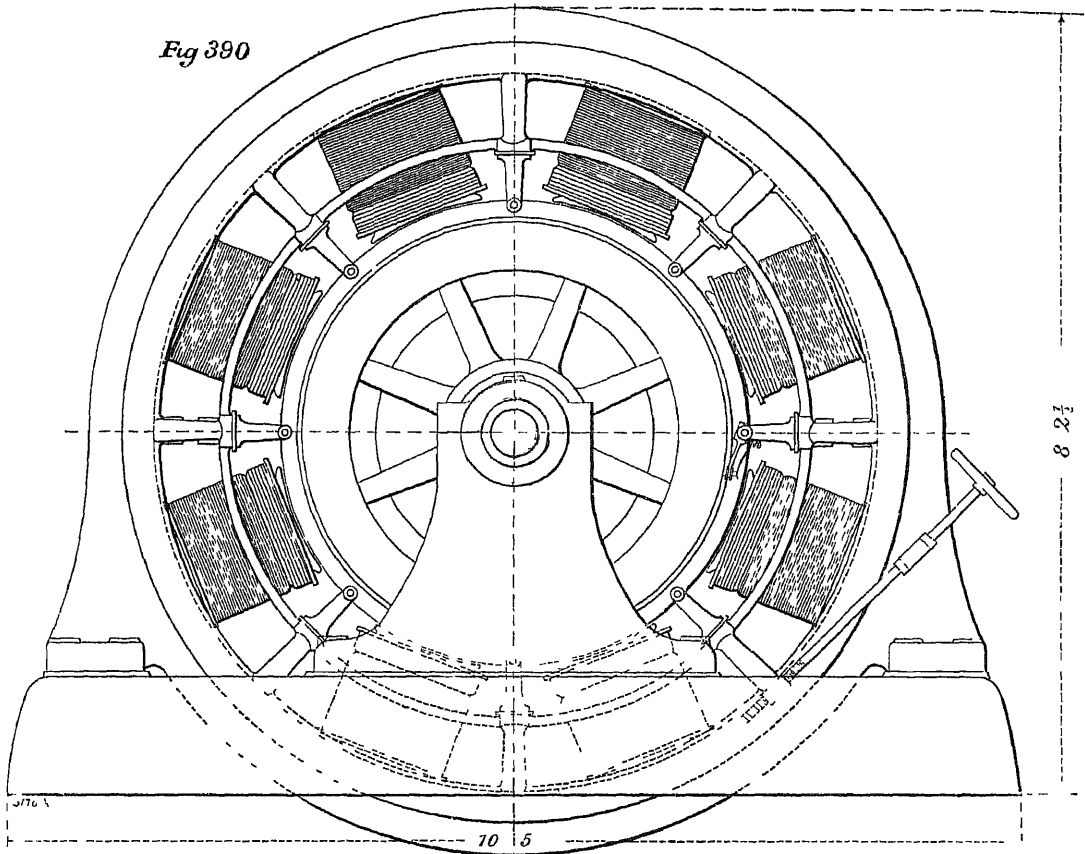
The first question to decide is the number of poles. The periodicity being given, the speed will be inversely as the number of poles. High speed, and hence as few poles as are consistent with good constants, will generally lead to the best results for a given amount of material.

In considering the design of continuous-current generators, it was shown that the minimum permissible number of poles is determined by the limiting armature interference expressed in armature ampere turns per pole-piece, and by the reactance voltage per commutator segment, for which, in the very first steps of the design, the average voltage per commutator segment is taken. But in polyphase rotary converters, the superposed motor and generator currents leave a very small resultant current in the armature conductors, and in six-phase rotary converters this is so small that armature interference would not be a limiting consideration, in fact, as many turns per pole-piece will be used on the armature as other considerations, first among which is that of permissible peripheral speed, shall determine. As the motor and generator currents cancel each other to a very considerable extent, the conductors have only to be of relatively small cross-section in order to carry the resultant current, nevertheless, by the time each conductor is separately insulated, no extraordinarily large number can be arranged on a given periphery, and hence no excessive armature interference can result. With insufficiently uniform angular velocity per revolution of the generator supplying the rotary converter, this assertion could not safely be made. In such a case, the pulsations of the motor component of the rotary converter current, caused by the inability of the rotary converter to keep in perfect step with the generator, and by the consequent oscillatory motion superposed upon its uniform rate of revolution, greatly decrease the extent to which the motor and generator components neutralise one another, and hence results a large and oscillatory armature interference. But where a satisfactory generating set is provided, armature interference in the rotary converter is not a limiting consideration.

The reactance voltage of the coil under commutation, must be made as low as possible, as one has, in rotary converters, a kind of "forced" commutation," that is, one does not make use of a magnetic field to reverse the current in the short-circuited coil. The brushes remain at the neutral point for all loads, since any alteration in their position from the neutral point would interfere with the proper superposition of the collector ring and commutator currents. Moreover, the collector ring current must continue independently of the commutation going on in the generator component of the resultant current. The process is complicated, and for practical purposes it appears desirable to estimate a nominal reactance voltage based upon that which would be set up in

the short-circuited turns by the reversal of the continuous-current component

The diameter of the armature is chosen as large as is consistent with retaining the armature conductors in place, using a reasonable amount of binding wire, figured with a conservative factor of safety. Upon this armature is generally placed as large a number of conductors as current



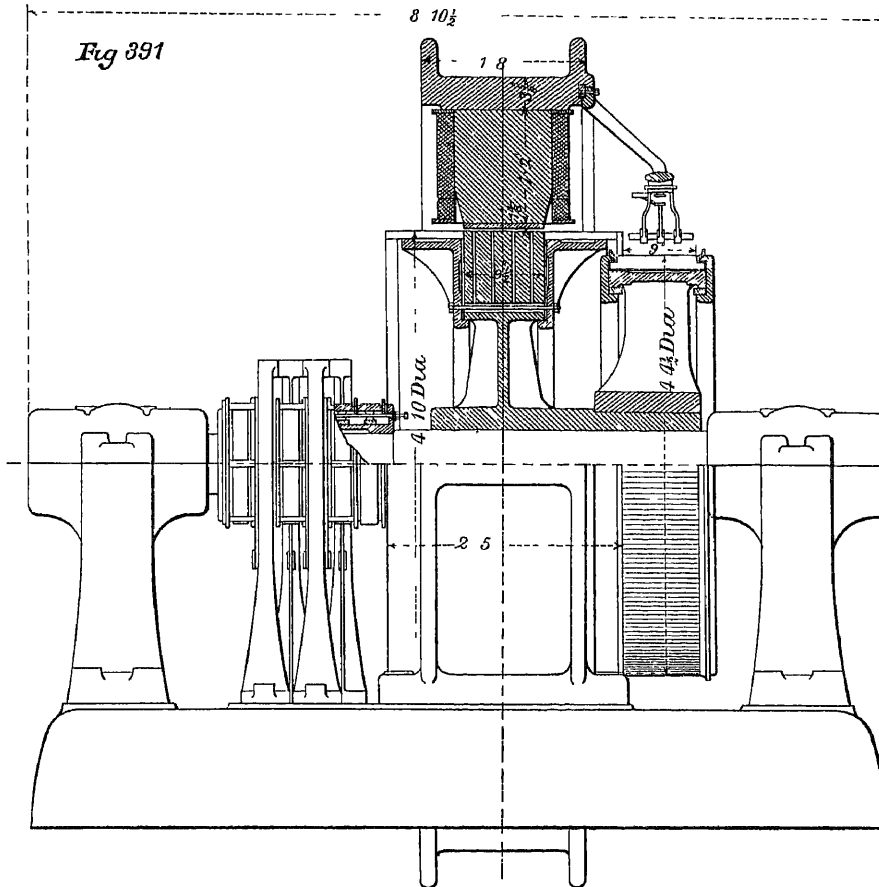
and magnetic flux densities permit. For some ratings, however, a sufficiently low reactance voltage may be obtained without approaching extremes, either of armature diameter or of number of armature conductors. Another limitation often met with in rotary converter design, is that of width of commutator segment at the commutator face. It is not desirable, on machines of several hundred kilowatts output, that the commutator segments should be much less than  $\frac{1}{4}$  in in width. For a given diameter and number of poles, this at once restricts the number of commutator segments, and, on the basis of one turn per commutator segment, also



## *Rotary Converters*

dicts the number of armature turns. For large rotary converters, many turns per segment would almost always lead to an undesirably high reactance voltage of the coil being commutated.

The speed, expressed in revolutions per minute, is, in rotary converters, generally two or three times as high as for good continuous-current generators of the same output, and with an equal number of

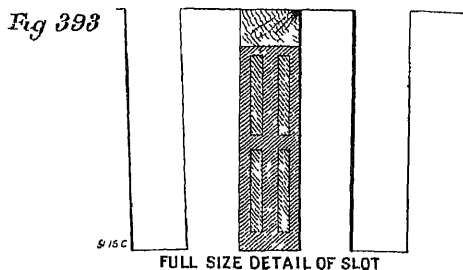
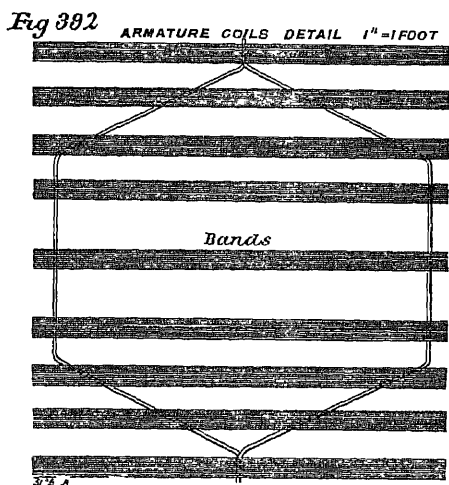


Hence the frequency of commutation is also very high, often from 100 to 1000 complete cycles per second. Consequently the inductance of the short-circuited coil must be correspondingly low, in order not to lead to a high reactance voltage.

Rotary converters have been built with two commutators, to escape the limitations referred to, of high peripheral speed, and narrow commutator segments. This method is rather unsatisfactory, since the chief difficulty would be in connecting the two commutators in series, but by so

doing, the entire current output has to pass through both, and the commutator losses are thereby doubled, while the cost of each commutator is so slightly reduced below that of one, as to render the construction expensive. A parallel connection of the two commutators at once sacrifices the chief gain, there only remaining the advantage of commutating but half the current at each set of brushes, but this will not permit of very great reduction of the number of segments. Moreover, there is the further difficulty that unequal contact resistance at the brushes would bring about an unequal division of the load between the two windings.

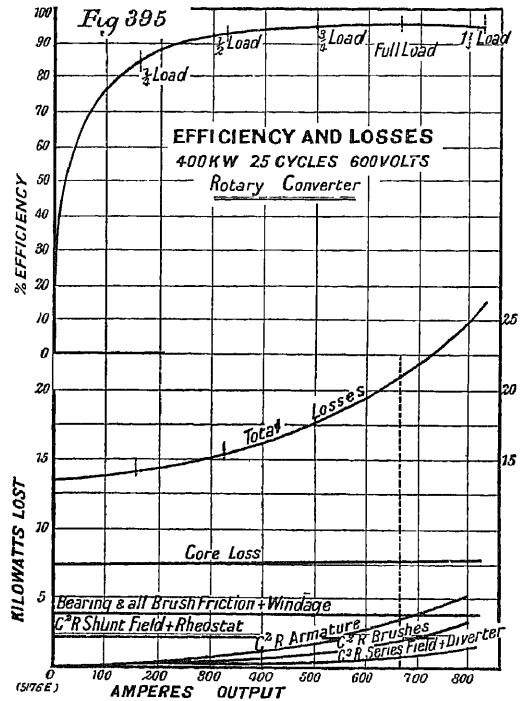
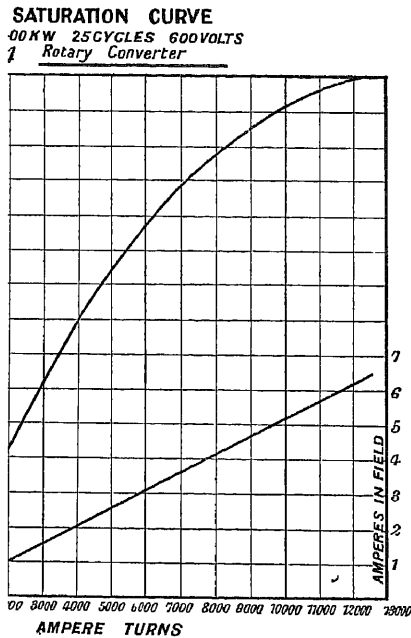
In smaller rotary converters, it sometimes becomes practicable to employ multiple windings (*i.e.*, double, or occasionally even triple). In such cases, the tendency to increase the frequency of commutation must



not be overlooked. If, for instance, one uses a double winding, the calculation of the time during which one armature coil is short-circuited, must be made with due regard to the fact that the two terminals of this coil are connected, not to adjacent but to alternative segments, and the intervening segment is, so far as time of short circuit is concerned, to be considered as a wide insulating gap. Hence, for a given width of brush, the time of short circuit is considerably reduced, but as the number of paths through the armature from the positive to the negative brushes has been doubled, the current to be reversed is half what it would be for the equivalent single winding. No general conclusions, however, should be drawn, and the reactance voltage must be estimated for each particular case, from the inductance of the coil, the frequency of its reversal under the brush, and the current to be reversed.

## Rotary Converters

in a similar manner, if one were comparing the relative advantages of four and six poles, one should keep distinctly in mind that while the effect on the frequency of reversal may not be great (because of the inverse change in speed), the inductance per turn (largely dependent on the length of the armature), may be quite different, and that the current to be reversed, is, in the case of the larger number of poles, less than in the machine with few poles. It is much safer to make rather complete comparative calculations, as the probability of overlooking the



of a certain change, on all the constants involved, is very considerable.

As a general rule, it is preferable to arrange the conductors in many slots, thus having but few per slot. It is also necessary to keep as small as possible, the width of slot opening, and it should not be much, if any, greater than the radial depth of the air gap. This is important, because saturated pole-faces should not be used where there is the least possibility of "surging," due to inconstant angular velocity per revolution of the rotating set. Where, with laminated pole-pieces this "surging" is present to any extent, it will be diminished, and sometimes prevented, if pole-faces of good conductivity, such as wrought-iron forgings of

### *Six-Phase, Four-Hundred Kilowatt Rotary Converter*

good quality, are used. The tendency of the superposed oscillations in the armature, and the consequently varying magnetic field, is to induce currents in this pole-face, which react, and in turn tend to increase these oscillations. This may be accomplished with minimum loss of efficiency by suitably arranged copper circuits, but under favourable conditions the surging will be of small extent, and may be made negligible with but slight dissipation of energy in the wrought-iron pole-faces. The magnetic material may be of cast steel, but this has not so high specific conductivity as the best wrought iron, which latter should be employed for the pole-faces. The prevention of the surging will also be more complete, the shorter the air gap, but the high speeds of rotary converters generally render small clearances undesirable.

Given the output, periodicity, and the voltage, trial calculations with the foregoing various considerations in mind, lead one very directly to the choice of a certain number of poles and the corresponding constants. The best combining good constants in operation with economy in material is, most of the time, the choice will lie between two successive numbers of poles, in which case both designs should be thoroughly worked out, and the constants and cost compared.

For a six-phase rotary converter for 400 kilowatts output at 240 volts and 600 revolutions per minute at commutator, the following design is worked out. The number of poles is eight, and the speed is 375 revolutions per minute. A good design with six poles and 500 revolutions per minute could also have been obtained, and excellent practice in the application of these principles would be found in working out a corresponding specification for a similar machine, and then making a comparison of the costs of material.

The eight-pole design is illustrated in Figs 390 to 393, inclusive. In Figs 394 and 395 are given the estimated saturation and efficiency curves.

#### TABULATED CALCULATION AND SPECIFICATION FOR A 400-KILOWATT SIX-PHASE ROTARY CONVERTER

DESCRIPTION		
Number of poles		8
Kilowatt output		400
Speed, revolutions per minute		375
Terminal volts, full load		600
Amperes		667
Frequency (cycles per second)		25

## DIMENSIONS

*Armature*

Diameter over all	58 in
Length over conductors	29 „
Diameter of core at periphery	58 „
„ „ bottom of slots	55½ „
„ „ „ laminations	40 „
Length of core over laminations	9½ „
Number of ventilating ducts	4
Width of each ventilating duct	⅜ in
Effective length, magnetic iron	72 „
„ of core — total length	76 „
Length round periphery	183 „
Pitch at surface	22.8 „
Insulation between sheets	10 per cent
Thickness of sheets	0.14 in
Depth of slot	1.25 „
Width of slot at root	28 „
„ at surface	28 „
Number of slots	300
Gross radial depth of lamination	9 in
Radial depth below teeth	7.75 „
Width of teeth at root	303 „
„ „ armature face	330 „
Size of conductor	0.5 in × 4.5 in
Magnet core, length of pole-piece	9.5 in along shaft
Length of pole-arc	14 in
Thickness of pole-piece at edge	1½ „

Pole-piece to consist of soft wrought-iron forging, so as to have maximum specific conductivity

Pole-arc — pitch	61 per cent
Length of core, radial	14 in
Diameter of magnet core	12 „
Bore of field	58½ „
Clearance	¼ „

*Spool*

Length	14 in
„ of shunt winding space	11¼ „
„ of series „	2¾ „
Depth of shunt „	2 „
„ of series „	2 „
„ of winding space	2 „

*Yoke*

Outside diameter	104 in and 95½ in
Inside „	88 in
Thickness	3⅝ „
Length along armature	20 „

## *Six-Phase, Four-Hundred Kilowatt Rotary Converter*

### *Commutator*

Diameter	52 5 in
Number of segments	600
"    "    per slot	2
Width of segments at surface	23 in
"    "    at root	21 "
Total depth of segments	2 "
"    length of segment	11 "
Available length of segment	9 "
Width of insulation between segments	0.45 "

### *Collector*

Diameter	15 in
Number of rings	6
Width of ring	2 in
"    between rings	$\frac{7}{8}$ "
Length over all	22 "

### *Brushes*

	Continuous Current	Alternat Current
Number of sets	8	6
"    in one set	4	3
Radial length of brush	2 1/2 in	
Width of brush	1 1/2 "	1 in
Thickness of brush	63 "	1/2 "
Dimensions of bearing surface, one brush	1 5 in x 75 in	1 in x
Area of contact, one brush	1 13 square inches	1 square
Type of brush	Radial carbon	Cop

### *Insulation*

On core in slots	Oil-treated cardboard
	0.12 in thick
Of conductor	Varnished linen

## ELECTRICAL

### *Armature*

Terminal volts full load	600
Total internal volts	614
Number of circuits	8
Style of winding	Multiple circ
Times re-entrant	1
Total parallel paths through armature	8
Conductors in series between brushes	150
Type construction of winding	Bar
Number of face conductors	1200
"    slots	300
"    conductors per slot	4
Arrangement of conductors in slot	2 x 2
Number in parallel making up one conductor	1

*Rotary Converters*

Mean length of one armature turn	78 in
Total number of turns	600
Turns in series between brushes	75
Length of conductor between brushes	5850 in
Cross-section, one conductor	0.225 square inch
„ eight conductors in parallel	18 „
Ohms per inch cube at 20 deg Cent	0.0000068
Per cent increase in resistance 20 deg Cent to 60 deg Cent	16
Resistance between brushes, 20 deg Cent	0.22 ohm
Resistance between brushes, 60 deg Cent	0.256

It has already been seen that in six-phase rotaries 1.96 times the output may be taken from the commutator for the same  $C^2R$  loss in the armature conductors, as in a continuous-current generator with the same winding. Hence, for a given load, the resultant current in the armature conductors is a little over half that delivered from the commutator. In the present machine, the full load output is 667 amperes. Allowing for efficiency, and not quite unity power factor, we may take the current in the armature conductors at  $667 \times .55 = 370$  amperes.

C.R. drop in armature at 60 deg Cent	9.5 volts
„ series coils	1 „
„ brush contact surface	2.2 „
„ not allowed for in above	1.3 in cables and connections
Ampères per square inch, conductor	2050 figured on resultant current
„ „ brush bearing surface	37 figured on current output from commutator
„ „ shunt windings	980
„ „ series windings	1000

But the armature current density and drop results are derived later in the specification, but are brought together here for reference.

## SPACE FACTOR

In transformers, it is the aim to secure as high a ratio as possible of the total section of copper to the space in which it is wound, for a given specified insulation resistance. The same ratio, termed “space factor,” is in service in proportioning the conductors and insulation to the armature slots.

Sectional area of slot =  $1.25 \times .28 = .35$  square inches

Sectional area of copper in slot =  $4 \times 0.225 = .9$  square inches

“Space factor” =  $.9 \div .35 = 2.6$

### *Six-Phase, Four-Hundred Kilowatt Rotary Converter*

ie, 26 per cent of the space is occupied by copper, and 74 per cent by necessary insulation

#### *Commutation*

Average volts between commutator segments	8
Armature turns per pole	75

$$\text{Resultant current per conductor} = \frac{667 \times 55}{8} = 46 \text{ amperes}$$

$$\text{Resultant armature strength per pole} = 46 \times 75 = 3450 \text{ ampere turns}$$

As the brushes remain at the mechanical neutral point, there is only a distorting tendency, and do not have any demagnetising effect as long as the power factor of the alternating-current component is unity. It is also to be noted that, while the resultant armature current is 46 amperes, the 3450 corresponding ampere turns are by no means effective as magnetomotive force, being positive and negative in successive groups—sometimes even in successive turns—opposite one pole-piece (Figs 368 and 369, pages 288 and 289)

#### DETERMINATION OF REACTANCE VOLTAGE OF COIL UNDER COMMUTATION

Diameter of commutator	52.5 in
Circumference of commutator	165 "
Revolutions per second	6.25
Peripheral speed, inches per second	1030
Width of brush surface, across segments	75 in
Time of one complete reversal	0.0073 secs
Frequency of commutation, cycles per second	685
Coils short-circuited together per brush	3
Turns per coil	1
Turns short-circuited together per brush	3
Conductors per group commutated together	6
Flux per ampere turn per inch gross length armature lamination	20
Flux through six turns carrying one ampere	1140
Inductance one coil of one turn	0.000114 henr
Reactance of one coil of one turn	0.49 ohm
Current in one coil (continuous-current component)	83.5 ampere
Reactance voltage, one coil	41 volts

#### PROPORTIONING THE BINDING WIRE

This is an important consideration in machines which must run at high speeds customary with rotary converters. Cases might easily occur where an otherwise good machine might be designed, but on calculation



the binding wire, it would be found to require a larger portion of the total peripheral surface than could properly be devoted to it

$$\begin{aligned}\text{Length of conductor between brushes} &= 5850 \text{ in} \\ \text{Cross section of conductor between brushes} &= 18 \text{ square inch} \\ \text{Weight of armature copper} &= 5850 \times 18 \times 32 = 340 \text{ lb}\end{aligned}$$

Every pound of material at the periphery is subject to a centrifugal force of  $0.000142 D N^2$  pounds, where

$$\begin{aligned}D &= \text{diameter in inches} \\ N &= \text{revolutions per minute}\end{aligned}$$

Hence, in this case, to a force of

$$0.000142 \times 58 \times 375^2 = 115 \text{ lb}$$

The iron laminations are dovetailed into the spider, so the binding wire need only be proportioned to retain the weight of the copper wire in place

$$\begin{aligned}\text{Total centrifugal force} &= 340 \times 115 = 39,000 \text{ lb} \\ \text{Force per square inch of armature surface} &= \frac{39,000}{29 \times 58 \times \pi} = 7.4 \text{ lb} \\ \text{Total projected area} &= 29 \times 58 = 1680 \text{ square inches} \\ \text{Total stress on binding wire} &= 1680 \times 7.4 = 12,500 \text{ lb, or } 6250 \text{ lb per side}\end{aligned}$$

Using phosphor-bronze binding wire, and estimating on the basis of a tensile strength of 100,000 lb per square inch, with a factor of safety of 10, we require

$$\frac{6250 \times 10}{100,000} = 63 \text{ square inch}$$

Taking No 12 Stubbs wire gauge with a diameter of .109 in, and cross-section of .00933 square inch, 72 of these would be required. These should be arranged in nine bands of eight turns each. Three of these bands should be over the laminated body of the armature, and three over each set of end connections. (See Fig 392 on page 315.)

#### MAGNETIC CIRCUIT CALCULATIONS

Megallines <i>from</i> one pole at full load and 600 terminal volts (614 internal volts)	8.20
Coefficient of magnetic leakage	1.15
Megallines <i>in</i> one pole at full load	9.5

*Armature*

Core section = $7.75 \times 7.2 \times 2$	= 112 square inches
Length, magnetic	7 in
Density (kilolines)	73
Ampere turns per inch	20
Ampere turns	140

*Teeth*

Number transmitting flux per pole piece	27
Section at face	64 square inches
„ roots	60 „
Mean section	62 „
Length	1.25 in
Apparent density (kilolines)	132
Width of tooth “a” (mean)	32
„ slot “b”	28
Ratio “a” — “b”	1.11
Corrected density	127
Ampere turns per inch	1100
Ampere turns	1370

*Gap*

Section at pole face	133 square inches
Length, one side	25 in
Density at pole face (kilolines)	61
Ampere turns ( $313 \times 61,000 \times .25$ )	4800

*Magnet Core*

Section	113 square inches
Length	14 in
Density (kilolines)	84
Ampere turns per inch	50
Ampere turns	700

*Yoke*

Section — $2 \times 62$	124 square inches
Length (per pole)	17 in
Density (kilolines)	77
Ampere turns per inch	640

SUMMARY OF AMPERE TURNS

Armature core	140
„ teeth	1370
Gap	4800
Magnet core	700
Yoke .	640
Total per spool .	<hr/> 7650

## SPOOL WINDINGS

*Shunt*

Mean length, one turn	3 66 ft
Ampere turns per shunt spool, full load	7,650
Ampere feet	28,000
Radiating surface, one field spool	700 square inches
Watts per square inch to be allowed at 20 deg Cent	40
Watts per spool at 20 deg Cent	280
„ „ shunt winding at 20 deg Cent	220
„ „ series „ „ „	60
„ „ shunt winding at 60 „	255
Shunt copper per spool	110
Volts at terminals of spool at 20 deg Cent	56
Amperes per shunt spool	3 92
Turns „ „	1950
Total length of shunt conductor	7150 ft
Resistance per spool at 20 deg Cent	14 4 ohms
Pounds per 1000 ft	15 4 lb
Size of conductor	No 15 S W G
Dimensions bare	072 in in diam
Dimensions double cotton covered	082 „ „
Cross-section	00407 square inches
Current density, amperes per square inch	980
Available winding space	10 in
Number of layers	17
Turns per layer	115

Rotary converters do not run so well with much lag or lead, and the superposition of the motor and generator currents is far less perfect, but it is often found convenient to use a series coil of some 25 per cent of the strength of the shunt coil, and to have, on the side of the machine, a switch, which, when completely open, sends all the main current, except a very small percentage, through the series winding, the small balance passing through a diverter rheostat. In the next position, about half of the current is diverted through the rheostat, the series coil being much weaker, and in the final position, the series coil is completely short-circuited, all the current being diverted from it. This enables the series winding to be employed to the extent found desirable, considered with relation to the high-tension transmission line, as well as to the low-tension continuous-current system, on which latter system, it is desirable to have the terminal voltage increase with the load.

By adjusting the shunt excitation so that the current lags slightly at no load, and by having sufficient series excitation, the total field strength increases as the load comes on, and thus controls the phase of the motor

### *Six-Phase, Four-Hundred Kilowatt Rotary Converter*

current At some intermediate load the motor current will be ex  
in phase with the electromotive force, and at higher loads will slig  
lead, thus also maintaining rather higher commutator voltage

#### *Series*

Ampere turns, full load	2000
Full load amperes	667
Amperes diverted	167
„ in series spool	500
Turns per spool	4
Size of conductor used	2 in by 05
Number in parallel	5
Total cross-section	5 sq in
Current density, amperes per square inch	1000
Mean length of one turn	3 66 ft
Total length, all turns on eight spools	1400 in
Resistance of eight spools at 20 deg Cent	0019 ohm
Series C <sup>2</sup> R watts, total at 20 deg Cent	475
„ „ per spool at 20 deg Cent	60
„ „ „ 60 „	70
Weight of series copper	225 lb

### CALCULATIONS OF LOSSES AND HEATING

#### *Armature*

Resistance between brushes	0256 ohm
	60 deg C
C <sup>2</sup> R loss at 60 deg Cent	3500 watts figure resultant cur
Frequency, cycles per second = $\phi$ =	25
Weight of armature teeth	245 lb
„ „ core	2310 „
Total weight armature laminations =	2555 „
Apparent flux density in teeth (kilolines)	132
Flux density in core (kilolines) = $D$ =	73
$C D - 1000 =$	1 83
$K =$	1 65
$\frac{K C D}{1000} =$ watts core loss per lb =	3 02
Total core loss = $3 02 \times 2555 =$	7,700 wa
„ armature loss =	11,200
Armature diameter	58 in
„ length	34 „
Peripheral radiating surface	5300 square
„ speed, feet per minute	5700
Watts per square inch in radiating surface	2 1
Assumed rise of temperature per watt per square inch by thermometer, after 10 hours' run	20 deg C

## *Rotary Converters*

total rise estimated on above basis	42	"
assumed rise of temperature per watt per square inch by		
resistance, after 10 hours' run	30	"
total rise estimated on above basis	63	"

It will be observed that the total weight of iron in armature, *i e*, is multiplied by the "watts core loss per pound" to obtain total

This includes loss in teeth, as the curve (see Fig 238, page 229) with the constant was taken, is so proportioned as to allow for core and brush losses for this type of construction and range of magnetic

### COMMUTATOR LOSSES AND HEATING

area of all positive brushes	18 square inches
ampères per square inch contact surface	37
amps per square inch contact surface, assumed	03
brush resistance, positive and negative	0033
voltage drop at brush contacts	2.2
brush loss	1500 watts
brush pressure	1.25 lb per sq in
brush pressure, total	45 lb
coefficient of friction	3
peripheral speed	5150 ft per min
brush friction	70,000 ft-lb per min
brush friction	1600 watts
watts lost in commutator, assumed	400
total watts lost in commutator	3500
diameter of commutator	52.5 in
length	9 "
radiating surface	1500 square inches
temperature rise per square inch radiating surface	2.3
assumed rise of temperature per watt per square inch after 10 hours' run	15 deg Cent
total rise estimated on above basis	35 "

### COLLECTOR LOSSES AND HEATING

contact area of all brushes	18 square inches
ampères per square inch contact surface	110
amps per square inch contact (assumed)	003
resistance of brushes per ring	001
voltage drop at brush contacts	34
loss at brush contacts per ring	110 watts
brush pressure, in six rings	660 "
brush pressure, pounds per square inch	10
brush pressure, total pounds	18
coefficient of friction	3

Peripheral speed, feet per minute	1470
Brush friction, foot-pounds per minute	8000
„ „ watts lost	180
Total watts lost in collector	840
Diameter collector	15 in
Effective length of radiating surface	12 „
Radiating surface	570 square inches
Watts per square inch radiating surface	1.5
Assumed rise of temperature per watt per square inch after 10 hours' run	20 deg Cent
Total rise estimated on above basis	30 „

## SPOOL LOSSES AND HEATING

*Spool*

C <sup>2</sup> R loss at 60 deg Cent per shunt coil	255 watts
„ „ per series coil	70 „
Total watts lost per spool	325 „
Length of winding space, total	14 in
Circumference of spool	50 „
Peripheral radiating surface per spool	700 square inches
Watts per square inch radiating surface	465
Assumed rise of temperature per watt per square inch by thermometer, after 10 hours' run	80 deg Cent
Total rise estimated on above basis	37 „
Assumed rise of temperature per watt per square inch by resistance, after 10 hours' run	120 „
Total rise estimated on above basis	56 „

## EFFICIENCY

Output, full-load watts	400,000
Core loss	7,700
Armature C <sup>2</sup> R loss at 60 deg Cent	3,500
Commutator losses	3,500
Collector losses	840
Shunt spools losses	2,040
„ rheostat losses	300
Series spools losses	560
„ diverter losses	190
Friction, bearings and windage	2,000
Input, total	420,630
Commercial efficiency, full load	95 per cent

## MATERIALS

Armature core	Sheet steel
„ spider	Cast iron
„ conductors	Copper

Commutator segments	Copper
„ leads	Rheotan
„ spider	Cast iron
Pole-piece	Wrought-iron forging
Yoke	Cast steel
Magnet core	„
Brushes	Carbon and copper
Brush-holder	Brass
„ yoke	Gun-metal
Binding wire	Phosphor bronze
Insulation, commutator	Mica
„ armature	Varnished linen tape

## WEIGHTS

<i>Armature</i>	Lb
Laminations	2,550
Copper	340
Spider	1,550
Shaft	1,230
Flanges	700
<i>Commutator</i>	
Segments	1,000
Mica	80
Spider	1,000
Press rings	200
Other parts	300
Collector, complete	700
Armature, commutator, collector, and shaft complete	9,650
<i>Magnet</i>	
Cores	3,550
Pole-pieces	400
Yoke	5,000
<i>Field</i>	
Shunt coils	880
Series „	225
Total copper	1,105
Spools complete	1,800
Bedplate, bearings, &c	6,300
Brush rigging	450
Other parts	1,000
Complete weight rotary converter	30,360

# TABULATED CALCULATIONS AND SPECIFICATIONS FOR A 900-KILOWATT THREE PHASE ROTARY CONVERTER

The machine is illustrated in Figs 396, 397 and 398, and curves its performance are given in Figs 399 to 402

DESCRIPTION	
Number of poles	12
Kilowatt output	900
Speed, revolutions per minute	250
Terminal volts, full load	500
„ „ no load	500
Amperes, output	1800
Frequency, cycles per second	25
DIMENSIONS	
<i>Armature</i>	
Diameter over all	84 in
Length over conductors	27 „
Diameter of core at periphery	84 „
„ „ bottom of slots	81½ „
„ „ „ laminations	62 „
Length of core over laminations	12.5 „
Number of ventilating ducts	3
Width, each	½ in
Effective length, magnetic iron	9.9 „
„ „ of core — total length	7.9
Length round periphery	264 in
Pitch at surface	22 „
Insulation between sheets	10 per cent
Thickness of sheets	0.16 in
Depth of slot	1.25 „
Width of slot at root	44 „
„ „ surface	44 „
Number of slots	288
Gross radial depth of laminations	11 in
Radial depth below teeth	9.75 in
Width of tooth at root	4.49 „
„ „ armature face	4.75 „
Size of conductor	125 in by 400 u
<i>Magnet Core</i>	
Length of pole-piece along shaft	12 in
„ pole-arc, average	15⅞ „
Pole piece and core consists of sheet-iron punchings 0.4 in thick, japanned on one side, and built up to a depth of	2 u



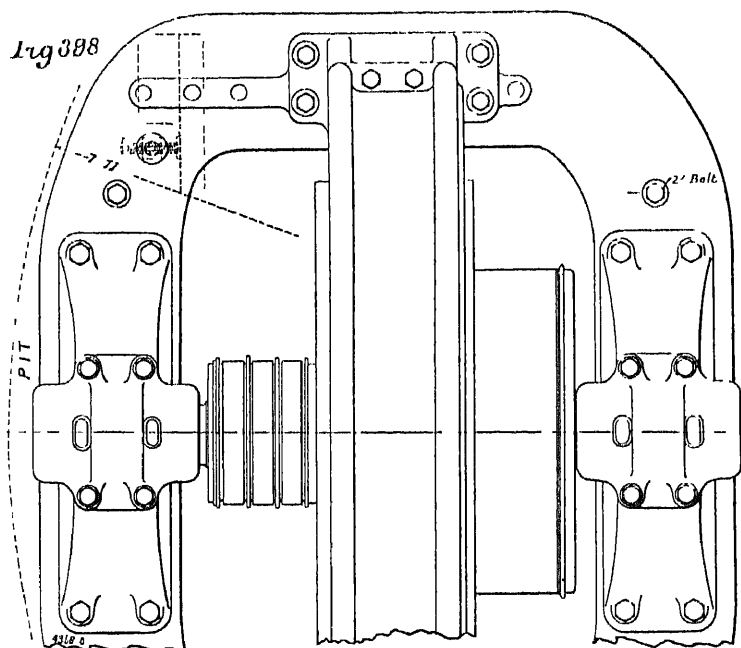
12 in The edges of pole-face are chamfered back 3 in by $\frac{5}{16}$ in, and a copper bridge 14 in by $\frac{1}{8}$ in, extending 1 $\frac{1}{2}$ in under pole tips, is inserted between poles to prevent "surging "		
Pole arc — pitch		722
Length of core radial		9 $\frac{1}{8}$ in
Size of magnet core (laminations)		12 in by 12 in
Bore of field		84 $\frac{3}{8}$ in
Clearance (magnetic gap)		$\frac{1}{16}$ "
<i>Spool</i>		
Length		8 $\frac{7}{16}$ in
" of shunt-winding space		19 "
" " series-winding space		35 "
Depth of winding space		2 $\frac{3}{4}$ "
<i>Yoke</i>		
Outside diameter		123 in & 114 in
Inside diameter		105 in
Thickness		4 $\frac{1}{2}$ "
Length along armature		22 "
Beyond the 22-in length along armature, projects on one side a ring 1 $\frac{1}{4}$ in wide, which is grooved to receive the brush locking gear		
<i>Commutator</i>		
Diameter		54 in
Number of segments		576
" " per slot		2
Width of " at surface		24
" " at root		215
Total depth of segment		2 $\frac{1}{2}$ in
" length of segment		17 $\frac{1}{2}$ "
Available length of segment		14 "
Width of insulation between segments		05 "
<i>Collector</i>		
Diameter		24 in
Number of rings		3
Width of each ring		3 $\frac{1}{2}$ in
" between rings		1 $\frac{1}{2}$ "
Length over all		18 $\frac{1}{2}$ in
<i>Brushes</i>		
	Continuous Current	Alternating Current
Number of sets	12	3
Number in one set	8	8
Radial length of brush	2 in	—
Width of brush	1 $\frac{1}{4}$ "	1 $\frac{1}{4}$ in
Thickness of brush	$\frac{3}{4}$ "	6 "
Dimensions of bearing surface (one brush)	1 25 in by 87 in	1 25 in by 11 in
Area of contact (one brush)	1 08 square inch	1 35 square inch
Type of brush	Radial carbon	Copper



## TECHNICAL DATA — ELECTRICAL

*Armature*

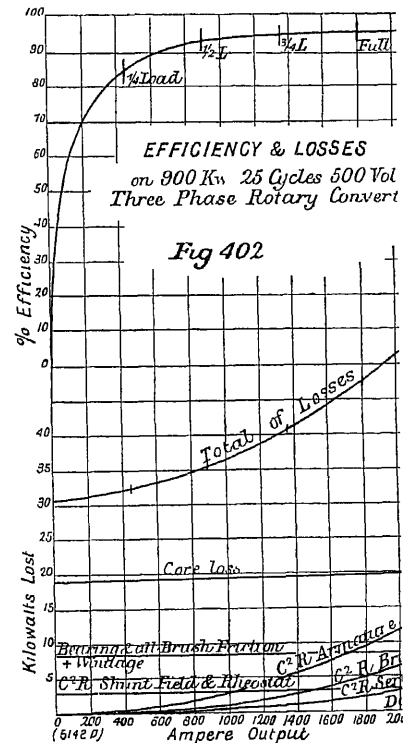
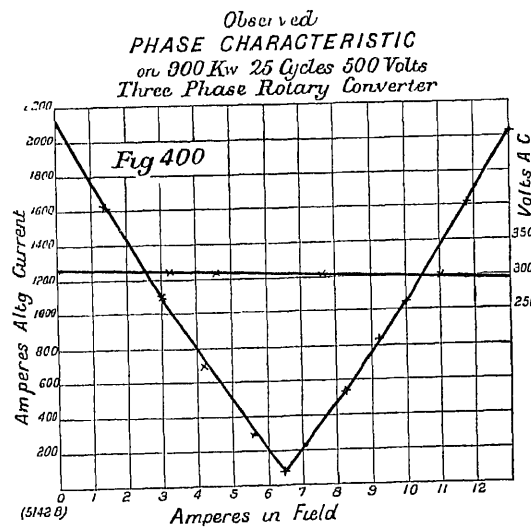
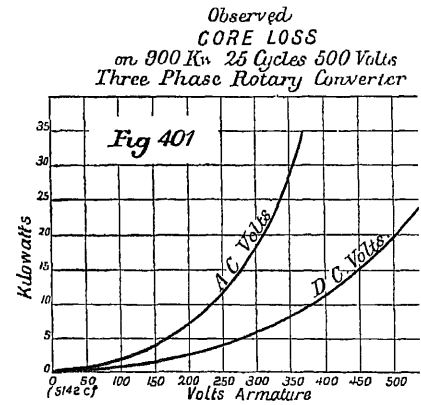
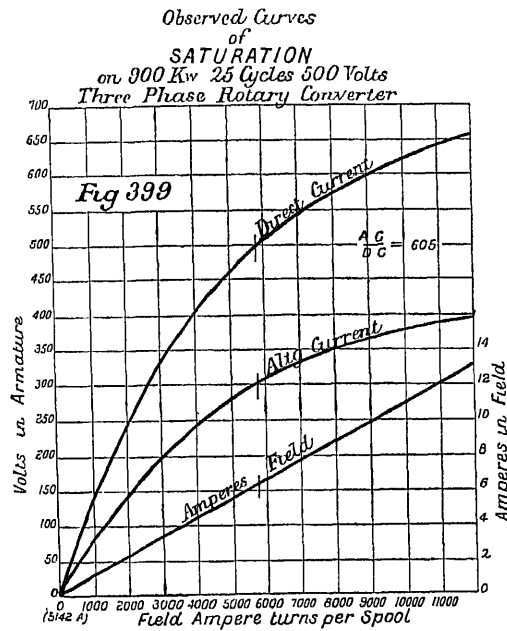
Terminal volts, full load	500
Total internal volts	513
Number of circuits	12
Style of winding	Multiple-circuit drum
Times re-entrant	1
Total parallel paths through armature	12
Conductors in series between brushes	96
Type construction of winding	Bal



Number of face conductors	1152
„ slots	288
„ conductors per slot	1
Arrangement of conductors in slot	2 by 2
Number in parallel making up one conductor	1
Mean length of one armature turn	78 in
Total number of turns	576
Turns in series between brushes	48
Length of conductor between brushes	3711 in
Cross-section, one conductor	05 square inch
„ 12 conductors in parallel	60 „
Ohms per inch cube at 20 deg Cent	00000068
Per cent increase in resistance 20 deg Cent to 60 deg Cent	16 per cent
Resistance between brushes 20 deg Cent	00125
„ „ „ 60 „	00493

## Three-Phase, Nine-Hundred Kilowatt, Rotary Converter

Assuming the current in three-phase rotary converter armature be about three-fourths of that for continuous-current generator of



output, and a power factor of not quite unity, we may take current in armature conductor as  $1,800 \times 8 = 1,440$  amperes

C.R. drop in armature at 60 deg Cent	7.1 volts
„ series coils	1.6 „
„ at brush contact surfaces	2.1 „
„ not allowed for in above	1.5 volts for cables and connections, figured on component currents
Amperes per square inch conductor (armature)	2100
„ „ „ brush bearing surface	31.5
„ „ „ shunt windings	970
„ „ „ series windings	970

*Space Factor*

Sectional area of slot =  $1.25 \times 41 = 51.5$  square inch

„ „ copper in slot =  $4 \times 1.25 \times 1 = 5$  square inch

“Space factor” =  $2 \div 5 = .36$ , or 36 per cent of total space is occupied by copper, leaving 64 per cent for the necessary insulation

*Commutation*

Volts between segments, average 10.4

Armature turns per pole 18

Resultant current per conductor =  $\frac{1800 \times 8}{12} = 120$  amperes

Resultant armature strength =  $120 \times 18 = 5800$  ampere turns per pole

## DETERMINATION OF REACTANCE VOLTAGE OF COIL UNDER COMMUTATION

Diameter of commutator	51 in
Circumference of commutator	170 „
Revolutions per second	4.2
Peripheral speed, inches per second	708
Width of brush surface across segments	87 in
Time of one complete reversal, seconds	0.0123
Frequency of commutation, cycles per second	107
Coils, short-circuited together per brush	3
Turns per coil	1
Turns short-circuited together per brush	3
Conductors per group commutated together	6
Flux per ampere turn per inch gross length armature lamina	20
Flux through six turns carrying one ampere	1500
Inductance one coil of one turn	0.00015 henrys
Reactance of one coil of one turn	0.39 ohms
Current in one coil, amperes	150
	(continuous-current component)
Reactance voltage, one coil	5.8 volts

# BINDING WIRE

Length of conductor between brushes	3774 in
Cross-section of conductor between brushes	6 square inch
Weight of armature copper	$3744 \times 6 \times 32$ = 721 lb
Centrifugal force	= 0000142 D N <sup>2</sup> lb

Therefore,  $0000142 \times 84 \times 250^2 = 747$  lb exerted as centrifugal force by every pound of copper conductor on armature, and as there are 721 lb weight of copper conductors, the total centrifugal force =  $721 \times 747 = 54,000$  lb

Part of the centrifugal force is resisted by strips of hard wood driven into dovetail grooves running parallel to the length of the shaft at the tops of the slots, while the end projections and connections are held in place by 84 strands of No 11 B and S phosphor-bronze wire arranged over both ends, in bands of six strands each, seven of these bands being employed for each end

# MAGNETIC CIRCUIT CALCULATIONS

Megalines from one pole at full load and 500 terminal volts (512.5 internal volts)	10.4
Assumed coefficient of magnetic leakage	1.20
Megalines in one pole at full load	12.5

The magnetic reluctance and the *observed* total number of amper turns per field spool required, were probably distributed approximately as follows —

## Armature

Core section	$9.9 \times 9.75 \times 2$ = 194 square inches
Length of magnetic circuit	11 in
Density (kilolines)	54
Ampere turns per inch	16
Ampere turns	180

## Teeth

Number transmitting flux per pole piece	17
Section at face	76 square inches
„ roots	80 „
Mean section	78 „
Length	1.25 in
Apparent density (kilolines)	134
Width of tooth (mean) “a”	462 in
„ slot “b”	44 „
Ratio of a — b	1.05
Corrected density (kilolines)	128
Ampere turns per inch	1160
Ampere turns	1460

*Gap*

Section at pole-face	190
Length	1875
Density at pole-face (kilolines)	54.5
Ampere turns = $313 \times 51,200 \times 1875 = 3200$	

*Magnet Core*

Section (effective)	135 square inches
Length	$9\frac{5}{8}$ in
Density (kilolines)	95
Ampere turns per inch	53
Ampere turns	530

*Yoke*

Section magnetic $2 \times 136 = 272$ square inches	
Length per pole	14.5 in
Density (kilolines)	48
Ampere turns per inch	29
Ampere turns	130

## SUMMARY OF AMPERE TURNS

Armature core	180
„ teeth	1460
Gap	3200
Magnet core	530
Yoke	430
	<hr/>
	5800

## SPOOL WINDINGS

Ampere turns per shunt spool, full load	5800
Watts per spool at 60 deg Cent	405
„ shunt winding at 20 deg Cent	200
„ series „ „ „	143
„ shunt „ at 60 deg Cent	240
Shunt copper per spool	110 lb
Volts at terminals of spool at 20 deg Cent	36
Amperes per shunt spool	6.3
Resistance at 20 deg Cent per spool, ohms	5.7
Turns per shunt spool	912
Total length of shunt conductor	4400 ft
Pounds per 1000 ft	21.9
Size of conductor	No 11 B and S gauge
Dimensions bare	.0907 in in diameter
„ double cotton covered	101 „ „
Cross-section	.00647 square inch
Current density, amperes per square inch	970
Available winding space	4 in
Number of layers	23
Turns per layer	40

*Series*

Amperes turns, full load	3630
Full-load amperes	1800
Amperes diverted	350
„ in series spools	1150
Turns per spool	2½
Size of conductor used	2 5 in by .075 in
Number in parallel	8
Total cross section	1 5 square inch
Current density, amperes per square inch	970
Mean length of one turn	1 83 ft
Total length, all turns on 12 spools	150 ft = 1800 in
Resistance of 12 spools at 20 deg Cent	000816 ohm
Series C²R watts, total at 20 deg Cent	1718
„ „ per spool	143
„ „ „ at 60 deg Cent	165
Total weight of series copper, pound	864

CALCULATION OF LOSSES AND HEATING

*Armature*

Resistance between brushes, ohms	00493 at 60 deg Cent
C²R loss at 60 deg Cent	9700
Frequency, cycles per sec = C =	25
Weight of armature teeth	500 lb
„ „ core	6500 „
Total weight of laminations	7000 „
Flux density in teeth, kilolines	128
„ „ core = D =	51
C D - 1000	136
Observed core loss per pound, watts	28
$K = \frac{\text{watts core loss per pound}}{(C D - 1000)} =$	205
Total core loss	19,850
„ armature losses	29,550
Armature diameter	84 in
„ length	27 „
Peripheal radiating surface	7150 square inches
„ speed, feet per minute	5500
Watts per square inch radiating surface	41

COMMUTATOR LOSSES AND HEATING

*Commutator*

Area of all positive brushes	51 square inches
Amperes per square inch contact surface	35
Ohms „ „ „ „ assumed	03
Brush resistance, positive and negative	00116 ohm
Drop at brush contacts	21 volts
C²R loss at brush contacts	3700 watts
	2 x



Brush pressure, pounds per square inch	1 15
"    "    total	117 lb
Coefficient of friction	3
Peripheral speed, feet per minute	3550
Brush friction, foot-pounds per minute	124,000
"    "    watts	2800
Stray watts lost in commutator, assumed	600
Total	7100
Diameter of commutator	5½ in
Available length of commutator	14 "
Radiating surface	2100 square inches
Watts per square inch of radiating surface	2 9
Assumed rise of temperature per watt per square inch, after 10 hours' run	15 deg Cent
Total rise estimated on above basis	43 "

## COLLECTOR LOSSES AND HEATING

Total contact area of all brushes	33 5 square inches
Ampères per square inch of contact surface	150
Ohms per square inch of contact (assumed)	00.3
Total resistance of brushes per ring	00027
Volts drop at brush contacts	48
C <sup>2</sup> R loss at brush contacts per ring	850
"    "    "    in three rings	1700
Brush pressure, pounds per square inch	1 6
"    "    total pounds	51
Coefficient of friction	3
Peripheral speed, feet per minute	1,580
Brush friction, pounds per minute	25,500
"    "    watts lost	600
Total watts lost in collector	2,300
Diameter collector	24 in
Effective length radiating surface	11 "
Total radiating surface	820 square inches
Watts per square inch radiating surface	2 8
Assumed rise of temperature per watt per square inch, after 10 hours' run	15 deg Cent
Total rise estimated on above basis	42 "

*Field Spool Losses*

Spool C <sup>2</sup> R loss at 60 deg Cent per shunt coil	240
C <sup>2</sup> R loss at 60 deg Cent per series coil	165
Total loss per spool, watts	405
"    in 12 spools, watts	4850

## EFFICIENCY

Full load, watts output	900,000
Core loss	19,850

### *Three-Phase, Nine-Hundred Kilowatt, Rotary Converter*

Commutator losses	7,100
Collector losses	2,300
Armature C <sup>2</sup> R loss at 60 deg Cent	9,700
Shunt spools C <sup>2</sup> R loss at 60 deg Cent	2,900
Shunt rheostat C <sup>2</sup> R loss at 60 deg Cent	300
Series spools C <sup>2</sup> R loss at 60 deg Cent	1,700
Series diverter C <sup>2</sup> R loss at 60 deg Cent	500
Friction, bearings, and windage	5,100
	949,450
<i>Total input</i>	
<i>Commercial Efficiency</i>	
Full load	95 per cent
<i>Materials</i>	
Armature core	Sheet steel
„ spider	Cast iron
„ conductors	Copper
Commutator segments	„
„ leads	Stirred cop
„ spider	Cast iron
Pole-piece	Laminated shee
Yoke	Cast steel
Magnet core	Laminated shee
Brushes	Carbon
Brush-holder	Brass
„ yoke	Gun-metal
Binding wire	Phosphor-br
Insulation, commutator	Mica
	WEIGHTS
<i>Armature</i>	Lb
Laminations	7,000
Copper	720
Spider	3,000
Shaft	3,000
Flanges	800
<i>Commutator</i>	
Segments	2,100
Mica	130
Spider	1,650
Press rings	280
Sundry other parts	350
Collector rings, complete	1,070
Armature, commutator, collector, and shaft complete	20,000
<i>Magnet</i>	
Yoke	13,000
Poles	6,000

*Field*

Shunt coils, copper	1,320
Series   ,,   ,,	860
Total copper	2,180
Spools complete, including flanges and all insulation	5,600
Bedplate, bearings, &c	18,000
Brush gear	1,200
Sundry other parts	2,200
	<hr/>
Total weight of rotary converter	66,000

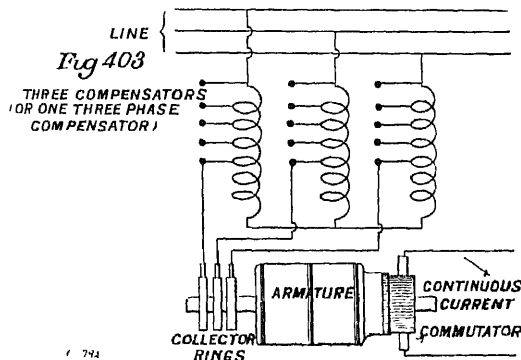
## THE STARTING OF ROTARY CONVERTERS

The starting and synchronising of rotary converters may be accomplished in any one of several ways. The simplest, at first sight, is to throw the alternating-current terminals of the rotary converter directly on the alternating-current mains, but this, although often practicable, has several disadvantages. By this method, the current rush at the moment of starting is generally in excess of the full-load current input to the rotary converter, and as it lags in phase by a large angle, it causes a serious drop of line voltage, and affects the normal line conditions, to the serious detriment of other apparatus on the line. This large current gradually decreases as the rotary converter's speed increases. The action of the rotary converter, in starting, is analogous to that of an induction motor. The rotating magnetic field set up by the currents entering the armature windings induces—but very ineffectively—secondary currents in the pole-faces, and the mutual action between these secondary currents and the rotating field imparts torque to the armature, which revolves with constantly accelerating speed, up to synchronism. Then the circuit of the rotary converter field spools is closed, and adjusted to bring the current into phase. But when the armature is first starting, the field spools are interlinked with an alternating magnetic flux, generated by the current in the armature windings, and, in normally-proportioned field spools, with several hundreds or thousands of turns per spool, a dangerously high secondary voltage is generated in these spools. Hence they must be insulated better than field spools ordinarily are, not only between layers, but between adjacent turns, and wire with double or triple cotton covering should be used. However, the most frequently-occurring breakdown due to this cause, is from winding to frame, and hence extra insulation should be used between these parts.

The terminals of the different field spools should be connected up to a suitable switch, arranged so that the field winding may be conveniently broken up into several sections, otherwise, if a thousand volts or so are induced in each spool, the strain on the insulation between the ends of these spools in series, and frame is severe

At starting, this switch must always be open, and must not be closed until the armature has run up to synchronous speed, which is observed by the line current falling to a much smaller value. This special switch is then closed, and afterwards the main field switch, whereupon a still further decrease in the line current occurs, due to improved phase relations, and the process of synchronising is completed

By means of a compensator, this heavy current on the line at starting



may be dispensed with. The connections for a three-phase rotary with compensator, are as shown in the diagram of Fig 403

At the instant of starting, the collector rings are connected to the three lowest contacts, hence receive but a small fraction of the line voltage, and would receive several times the line current, *i.e.*, if the taps into the compensator winding are, say, one-fifth of the way from common connection to line, then the rotary converter has one-fifth the line voltage and five times the line current. As the converter runs up in speed, the terminals are moved along until, at synchronism, the collector is directly on the line.

Another difficulty encountered when the rotary converter is started from the alternating-current end, is the indeterminate polarity at the commutator, when the rotary is made to furnish its own excitation. Unless some independent source of continuous current is available at the rotary converter sub-station, the rotary is dependent for its excitation upon

the polarity that its commutator happens to have at the instant of attaining synchronism. If there are two rotary converters at the sub-station, and the first comes up with the wrong polarity, then it may be allowed to run so, temporarily, till the second one is synchronised. The second one can be given either polarity desired, by using the first as an independent source of continuous current. Then from the second one, the polarity of the first may be reversed into the correct direction, and the second rotary converter shut down. Obviously, however, this indeterminateness of the initial polarity constitutes a further inconvenience and objection to starting rotary converters by throwing them directly on to the alternating-current line. But in the case of large capacity, slow-speed rotary converters, consequently machines with heavy armatures, it has been found practicable to control the polarity of the first machine when it is started up from the alternating current side. One must stand ready by the field switch as the machine approaches synchronism, when the pointer of the continuous-current voltmeter will commence to vibrate rapidly about the zero mark with short swings. These will finally be followed by a couple of fairly slow, indecisive, long swings, in opposite directions from the zero mark. Near the maximum point of whichever of these swings is in the direction of the desired polarity, the field switch should be closed, and the machine will excite itself, provided the field terminals are correctly positive and negative. Otherwise—which might happen on the first run, or after alterations—the field terminals will require to be reversed.

The required line current is greatly reduced by starting generator and rotary converter up simultaneously. The latter is then, from the instant of starting, always in synchronism with its generator, and the conditions of running are arrived at with a minimum strain to the system. But the conditions of routine operation rarely render this plan practicable.

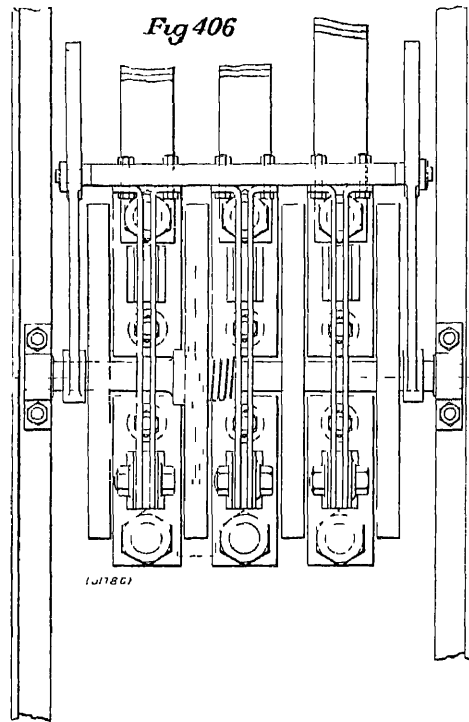
A method sometimes used, is to have a small induction motor direct coupled to the shaft of the rotary converter for the purpose of starting the latter with small line currents. This, however, is an extra expense, and results in an unsightly combination set.

Where there are several rotary converters in a sub-station, a much better way is that described in a recent British patent specification, in which the station is provided with a small auxiliary set consisting of an induction motor direct coupled to a continuous-current dynamo, the latter being only of sufficient capacity to run the rotary converters one at a time.



up to synchronous speed as continuous-current motors. When this speed is arrived at, and synchronism attained, between the alternating-current collector rings and the line, the switch between them is closed, and the rotary converter runs on from the alternating-current supply.

In many cases, a continuous-current system derives its supply partly from continuous-current generators and partly from rotary converters. In

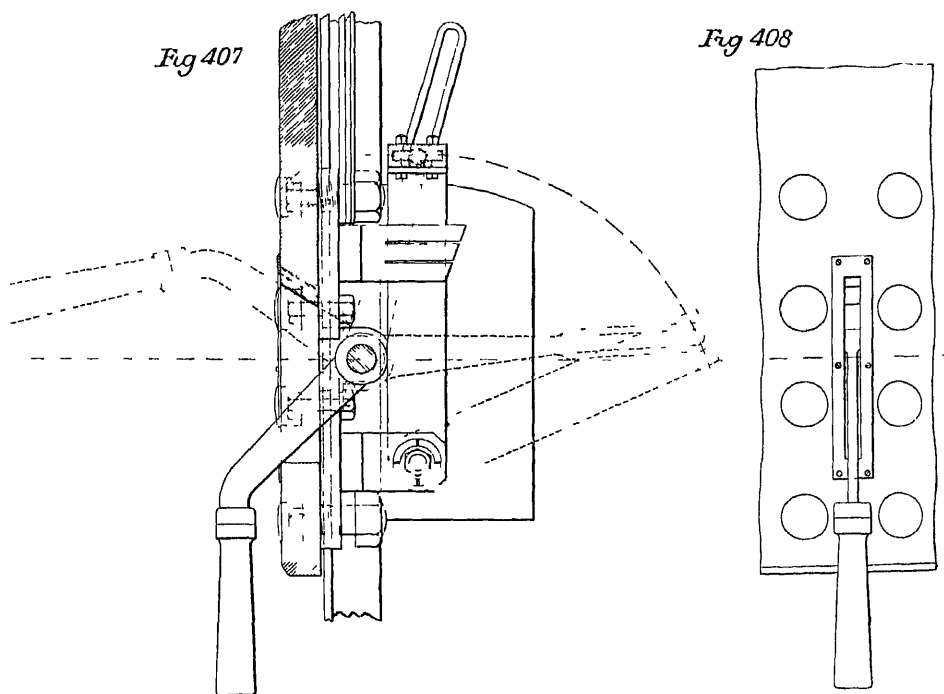


such cases, the rotary converter is simply started up as a motor from the continuous-current line, and then synchronised.

On the Continent it is very customary to operate storage batteries in the sub-stations, in parallel with the rotary converters, the batteries being charged by the rotaries during times of light load, and helping out the rotaries with heavy loads. They are known as 'buffer batteries,' and are of considerable assistance in maintaining uniform voltage and more uniform load on the generating plant. Moreover, they render the sub-station independent of the rest of the system for starting up the rotary converters.

## SYNCHRONISING ROTARY CONVERTERS

One has the choice of synchronising the rotary converter either by a switch between the collector rings and the low potential side of the step-down transformers, or of considering the step-down transformers as the rotary converter to constitute one system, transforming from low voltage continuous current to high-voltage alternating current, and synchronising by a switch placed between the high-tension terminals of the transformers and the high-tension transmission line. This latter plan



is, perhaps, generally the best, as for the former plan, one requires a switch for rather heavy currents at a potential of often from 300 to 400 volts, and such a switch, to be safely opened, is of much more expensive construction than a high-tension switch for the smaller currents. Moreover, for six-phase rotaries, the low-tension switch should preferably have six blades, as against three for the high-tension switch. It is much simpler in six-phase rotary converters to have an arrangement which obviates opening the connections between the low-tension terminals of the transformers and the collector ring terminals, although in such cases a



type of connectors should be provided which may be readily removed when the circuits are not alive, for purposes of testing

The arrangement shown in Fig 404 represents a plan for synchronising and switching, on the high-tension circuits, and adapted to six-phase rotaries

Fig 405 shows diagrammatically a plan for a three-phase system where the switching is done on the low-tension circuits. The quick-break switch used, which is necessarily of rather elaborate construction, is illustrated in Figs 406, 407, and 408. This switch was designed by Mr Samuelson. The switch is designed for the breaks to occur on the back of the board, thus protecting the operator.

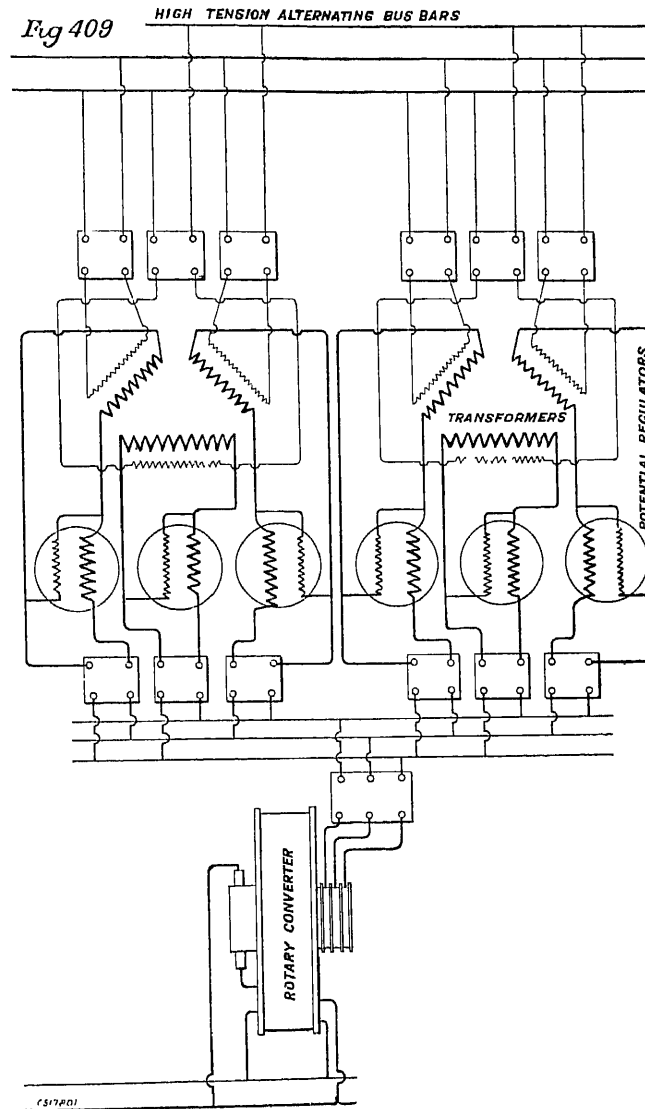
#### VOLTAGE RATIO IN ROTARY CONVERTER SYSTEMS

As already shown, there is a tolerably definite ratio between the alternating-current voltage at the collector rings and the continuous-current voltage at the commutator. This lack of flexibility is, to a certain degree, a source of inconvenience, hence, methods whereby it may be avoided possess interest. A rotary converter with adjustable commutator voltage, is desirable for the same purposes as an over-compounded generator, and also for charging storage batteries.

If the generators, transmission line, transformers, and rotary converters possess sufficient inductance, the commutator voltage may be varied within certain limits by variations of the field excitation of converter or generator, or both. By weakening the generator excitation or strengthening the rotary excitation, the line current may be made to lead, and a leading current through an inductive circuit causes an increased voltage at the distant end of the line. Hence, by suitable adjustment of the excitation, the voltage at the collector rings of the rotary, and consequently also its commutator voltage, may be increased. Strengthening the generator field or weakening the converter field, or both, causes the current to lag, and results in a decreased commutator voltage. These effects may be intensified by placing inductance coils in series in the circuits.

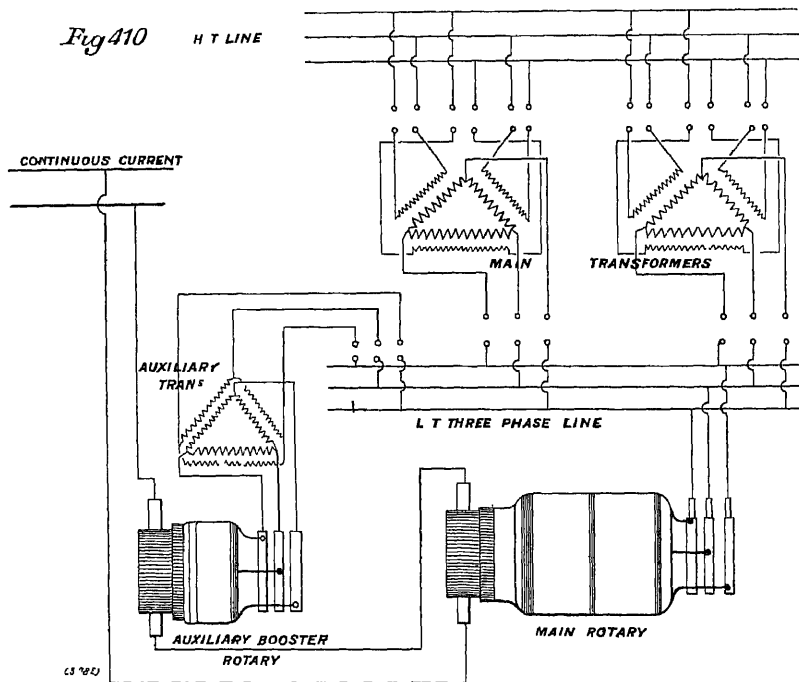
Another method of controlling the commutator voltage is by equipping the step-down transformers with switches whereby the number of turns in primary or secondary, and hence the ratio of transformation, may be adjusted. A much better method consists in employing an

induction regulator between the transformer secondary terminals and the rotary converter. This consists in a structure like an induction motor. Series windings are put on the one element, say the stator, and potential

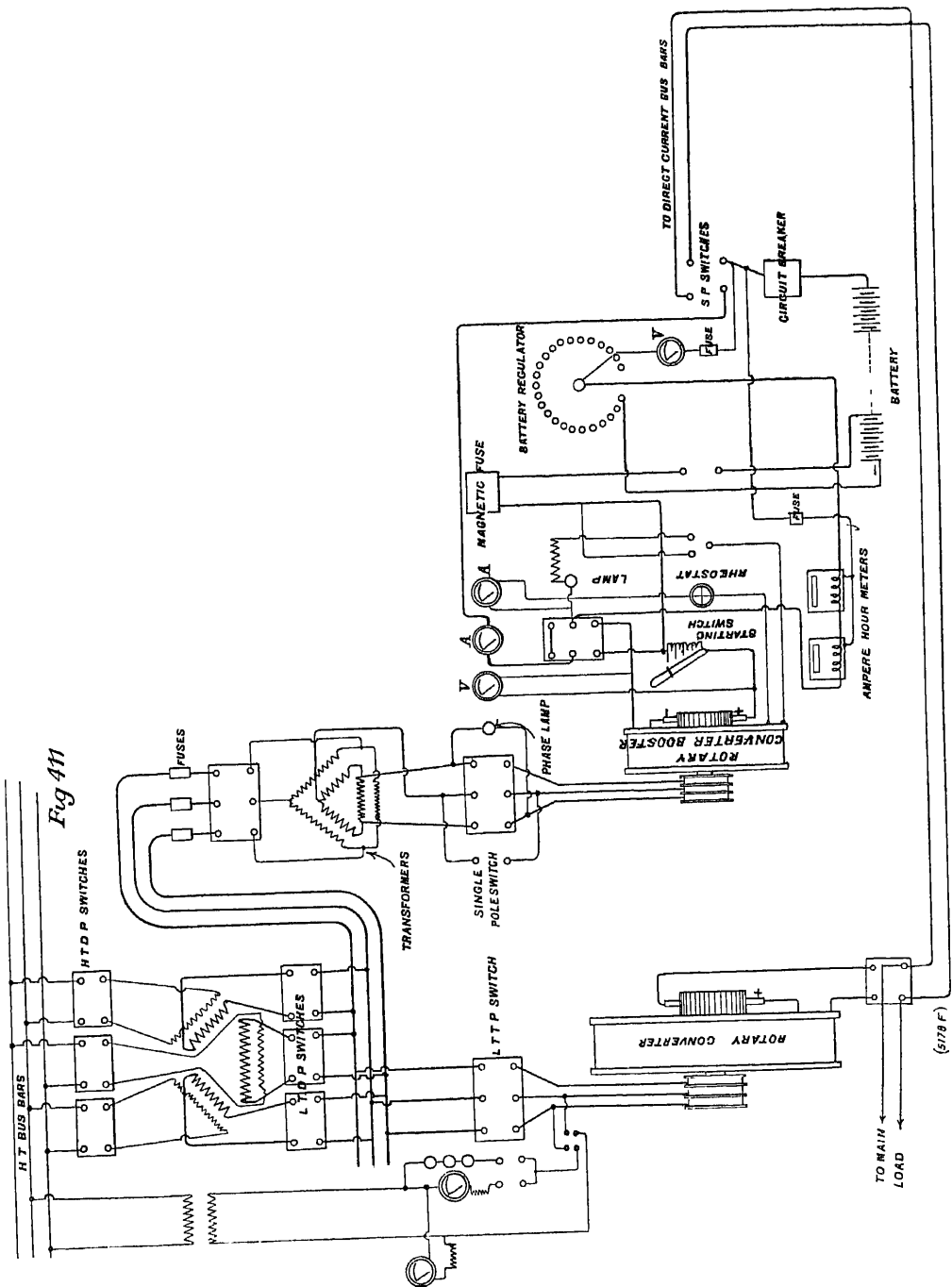


windings on the rotor. The rotor may be progressively advanced through a certain angle, and at each angular position will raise or lower the voltage at the collector rings by a certain amount, by virtue of the mutual action of the series and potential coils. The connections are shown diagrammatically in Fig 409.

A small auxiliary rotary converter, having a voltage equal to the amount by which it is desired to increase or decrease the commutator voltage of the main rotary, and with a current capacity equal to that of the main rotary, may be employed with its commutator in series with that of the main rotary. The auxiliary rotary should have field coils capable of exerting a great range of excitation. Its collector should be supplied from a special transformer or transformers, with the primary and secondary coils considerably separated, so as to permit of much magnetic leakage between them. This gives large inductance to the small branch circuit

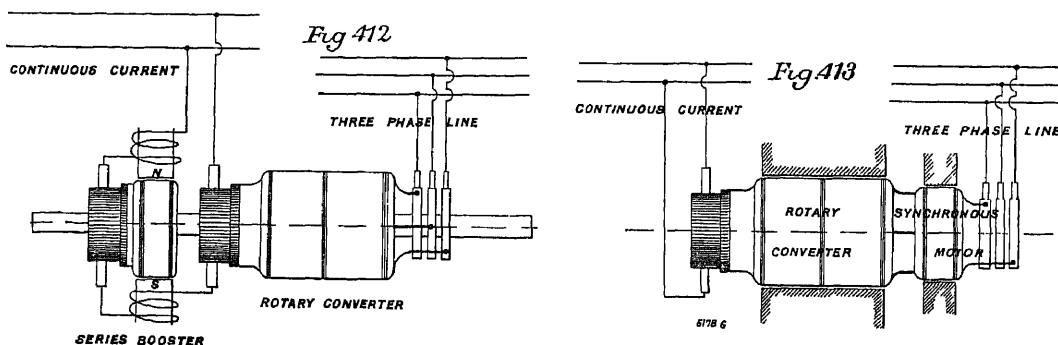


leading to the auxiliary rotary, and by regulation of its field excitation, a very wide range of voltage at its commutator is secured. It has the great advantage over inductance in the main circuit that it gives a wide range of voltage variation for the combined set, consisting of main and auxiliary rotary, without working at low-power factors. This is obviously the case, since the main rotary may be adjusted to work at a power factor of unity, while it is only the relatively small amount of energy consumed by the small capacity auxiliary rotary, which is supplied at a low power factor. The effect on the power factor of the main system, caused by the power factor of the small rotary, may be completely



neutralised, and the resultant power factor restored to unity by the simple method of running the large main rotary with a slight over or under excitation, and hence with a power factor slightly lower than unity, to compensate for the lagging or leading current, as the case may be, consumed by the small auxiliary rotary converter. The scheme is illustrated diagrammatically in Fig 410

A similar piece of apparatus has been used for the express purpose of charging storage batteries from a 500-volt line. With maximum excitation, it supplied 200 volts more, giving the 700 volts required by the battery toward completion of the charge. This rotary converter had a shunt winding, and also a *negative* series coil, and when finally adjusted it had the interesting property of *automatically* charging the battery from a minimum potential in the neighbourhood of 530 volts at the commence-



ment of the charge, up to about 700 volts when fully charged. Moreover, the current, amounting to some 40 amperes at the commencement, gradually fell off to about 30 amperes when the battery was fully charged. That is, when the battery charge is low, and this rotary converter is thrown on in series with the 500-volt line, it automatically regulates its own excitation so that, while giving 30 volts and 40 amperes at first, it finished up with 200 volts and 30 amperes. Its shunt coils are excited from its own commutator, hence at gradually increasing voltage.

Its series winding is connected to act in opposition to the shunt winding. This negative series winding was at first put on to protect the rotary from the effect of sudden variations of voltage on this 500-volt circuit. Thus, if the line voltage suddenly rose to 520 volts, the addition of the rotary voltage would have sent a much heavier current into the battery, a negative series winding tended to equalise the resultant voltage in spite of line variations, and proved to contribute very markedly to the

automatic regulation of current and voltage to the varying requirement during the process of charging the storage battery

In Fig 411 is given a diagram of its connections

An alternative scheme to that of a small auxiliary rotary converter and, perhaps, on the whole, the best arrangement of all, consists in the addition of a small continuous-current machine on an extension of the shaft of the main rotary converter. If its fields are excited in series with the load, and its commutator connected in series with that of the main rotary converter, the combined set may be adjusted to over-compound to any desired extent. Fig 412 gives a diagram of this scheme.

A great disadvantage of both these last schemes is that the commutator of the auxiliary machine carrying the main current must have substantially as great a radiating surface as the main commutator, and hence is expensive. The commutator losses are also doubled.

Still another interesting arrangement for giving an adjustable ratio of conversion of voltage, is that illustrated in Fig 413, wherein a small synchronous motor is directly connected on the shaft of the rotary, which requires no collector rings, those of the synchronous motor serving for the set. The synchronous motor has a separate field system, by varying the excitation of which, the percentage of the voltage consumed in the synchronous motor, is varied, and consequently also the total ratio of conversion. This scheme avoids the losses in an extra commutator, and is a very flexible method.

### RUNNING CONDITIONS FOR ROTARY CONVERTERS

The conditions relating to starting rotary converters have been considered on pages 340 to 344. After being finally brought to synchronous speed, there remain various adjustments requisite to secure the most efficient performance, and to adapt them to best fulfil the special requirements.

*Phase Characteristic*—The term “phase characteristic” is generally applied to a curve plotted with field excitation (preferably expressed ampere-turns per field spool), for abscissæ, and with amperes input to collector ring, as ordinates. Such a curve has been given for no load in Fig 400, on page 333, and from an examination of it, one learns that at normal voltage between collector rings (310 volts in the machine in question), and a field excitation of 64 amperes (5800 amperes

turns per pole), there was required only about 80 amperes per phase to run the rotary converter unloaded. This is the condition of minimum current input, with weaker field excitation the current lags, and with stronger it leads, in both cases increasing rapidly in amount with the varying field excitation. The curve shows that with no field excitation, the current per phase increases to about 2100 amperes, and it also reaches approximately this same value with twice the normal field excitation.

If the current is in phase at the point of minimum current input, then the volt-amperes will be equal to the sum of the no-load losses

#### NO-LOAD LOSSES

	Watts
Core and stray losses at normal voltage	= 20,000
Friction and collector C <sup>2</sup> R losses	= 8,000
Shunt field self excitation = $6.4 \times 500$	= 3,200
	<hr/>
Total no-load losses	= 31,200
Watts per phase	= 10,400
"Y" voltage = $\frac{310}{\sqrt{3}}$	= 180 volts
Current per phase (i.e., entering each collector ring) = $\frac{10,400}{180}$	= 58 amperes
Hence we have an unaccounted-for balance of $80 - 58$	= 22 amperes

This is due partly to a difference in the wave forms of the generator and the rotary, but chiefly to so-called "surging" effects, and will be a varying value, depending upon the motive power driving the generating alternator, and upon the methods employed to limit the effect. It will be considered in a subsequent paragraph.

Neglecting the "surging" effect, for a given field excitation, the power factor of the incoming current may be estimated. Thus the curve of Fig 400 shows that with the excitation of 3.2 amperes (half the normal excitation) there is an incoming current of 1000 amperes per phase. One thousand amperes entering a collecting ring corresponds to  $\frac{1000}{\sqrt{3}} = 580$  amperes in the armature conductor.

Resistance of armature between commutator brushes has been given as 0.05 ohm at 60 deg Cent =  $R$  (See page 332)

Then the resistance of one branch (*i.e.*, one side of the  $\Delta$ ) will be 1.33  $R$  = 0.067 ohm<sup>1</sup>

In each branch there will be a  $C^2R$  loss of  $580^2 \times 0.067 = 2250$  watts, and therefore a total armature  $C^2R$  of  $3 \times 2250 = 6750$  watts. The field excitation with regulating rheostat losses will be one-half its former value, *i.e.*, 1650 watts. The core loss and friction remain substantially as before, but the collector  $C^2R$  loss is increased by 500 watts.

## SUMMARY

	Watts
Armature $C^2R$	6,750
Field self-excitation	1,650
Core and stray losses	20,000
Friction and collector $C^2R$ losses	8,500
Total of losses	36,900
Total per phase	12,300
Volt-amperes input phase = $580 \times 310 = 180,000$	
Hence power factor = $\frac{12.3}{180} = 0.68$	

<sup>1</sup> Proof that, if  $R$  = armature resistance between commutator brushes, then 1.33  $R$  = resistance of one side of the  $\Delta$ .

Take the case of the present rotary. It has 12 poles, and a multiple-circuit single winding. Therefore, there are 12 paths through the armature from the positive to the negative brushes. There are 576 total turns on the armature. Hence, each of the 12 paths has 48 turns.  $R$  = the resistance of the 12 paths in parallel.  $12 R$  = resistance of one path of 48 turns. But between two collector rings, the 576 total turns are divided into three groups of 192 turns each. One side of the  $\Delta$  is made up of one such group arranged in six parallel paths of  $\frac{192}{6} = 32$  turns each, 32 turns in series will have a resistance of

$$\frac{32}{48} \times 12 R = 8 R,$$

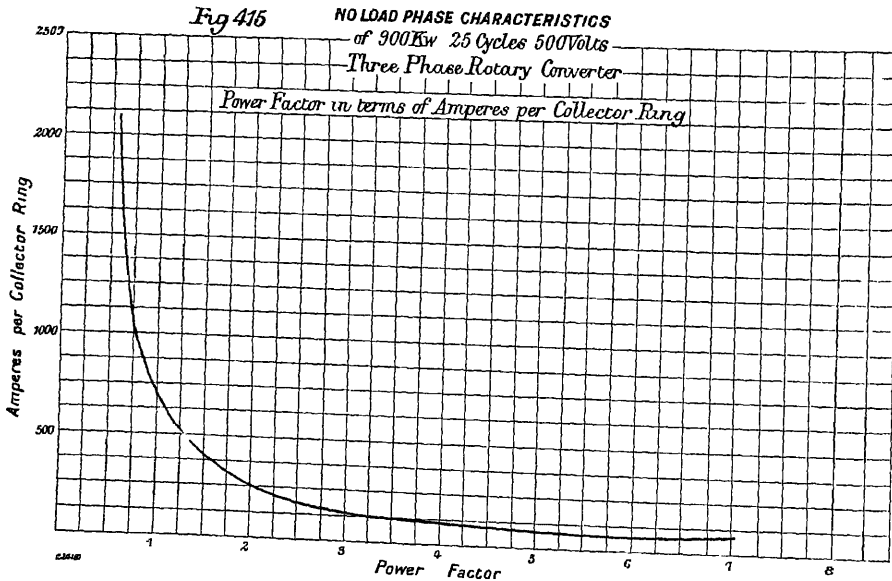
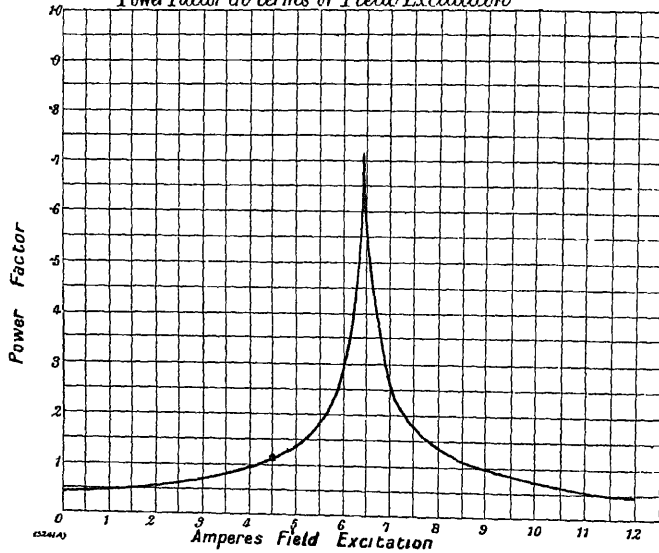
and six paths in parallel will have a resistance of  $\frac{8 R}{6} = 1.33 R$ , and this equals the resistance of one side of the  $\Delta$ . *Q.E.D.*

Any difficulties in understanding this subdivision of the winding into groups and parallel paths may be removed by a study of the winding diagram for the multiple-circuit single winding shown in Fig. 373, on page 297. Analogous investigations of two-circuit single windings, and of multiple windings of both the two-circuit and multiple-circuit type, will yield the same result, *i.e.*, that the resistance of one side of the  $\Delta$  is equal to 1.33  $R$ , for three-phase rotaries. For an examination of these latter cases, one may make use of the winding diagrams of Figs. 374 and 375, on pages 298 and 299.



Similar calculations for other values of the field excitation, give data for plotting other phase characteristic curves for no load, that is, for no

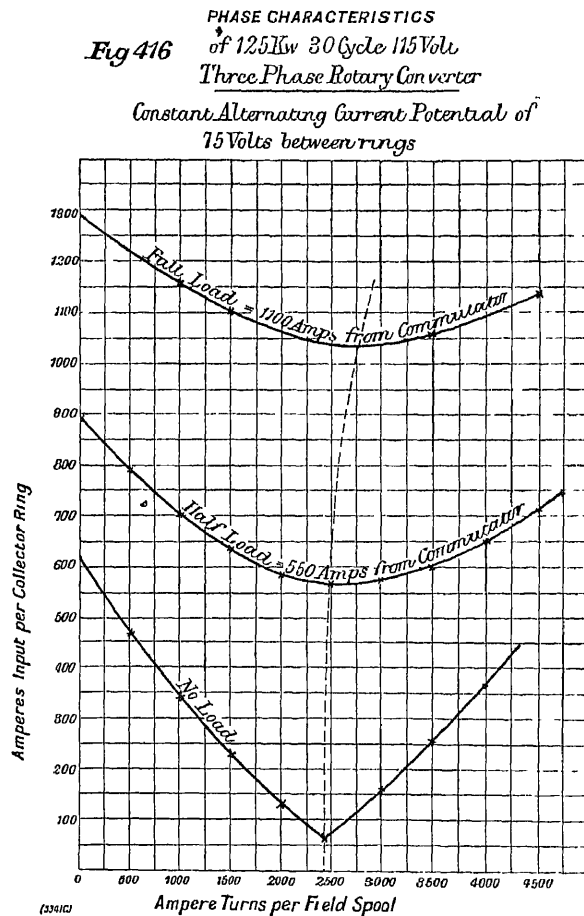
**Fig 414** NO LOAD PHASE CHARACTERISTICS  
of 900Kw 25 Cycles 500Volts  
Three Phase Rotary Converter  
Power Factor in terms of Field Excitation



output from the commutator. Thus in Fig 414 the power factor is plotted in the terms of the field excitation, and in Fig 415 in terms of the amperes input per collector ring. These curves have all corresponded to no load,

but other phase characteristic curves may be obtained for various conditions of load

In Fig 416 are given phase characteristic curves at no load, half load, and full load for a 125-kilowatt rotary converter. It will be observed that the phase characteristic curves with load possess the same general features as the curve for no load, though less accentuated

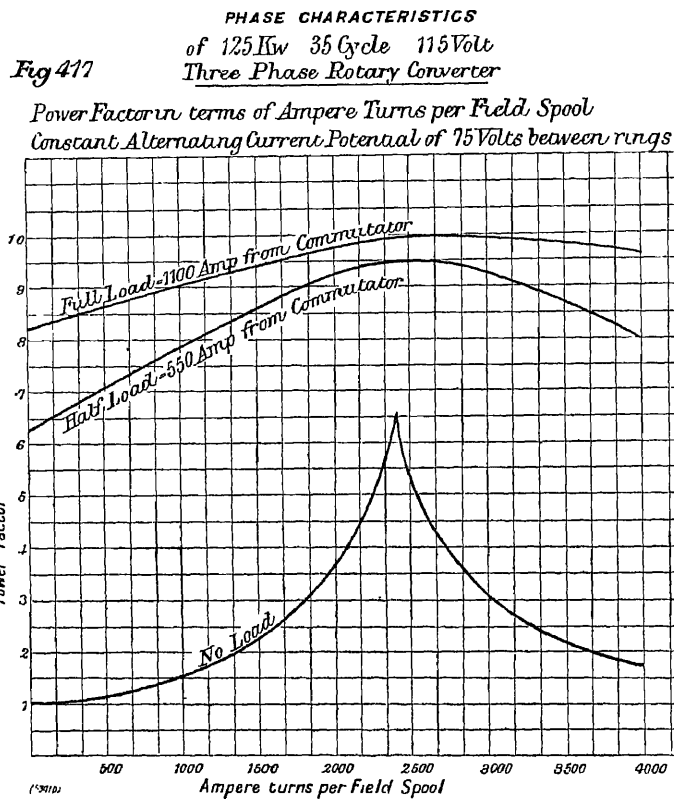


In Fig 417 these curves are transformed into three others in which the power factors are plotted in terms of field excitation, and in Fig 418 the power factors are plotted in terms of amperes input per collector ring

Figs 414, 416, and 417 show the importance, especially with light loads, of careful adjustment of the excitation. The power factor falls off very rapidly indeed with variations of the field excitation from the normal value. However, with load, the variations are comparatively moderate, and field regulation can then advantageously be employed as a means of phase

control, and through the intermediation of line and armature inductances, sometimes aided by auxiliary inductances employed for the express purpose, a considerable working range of voltage, at the commutator of the rotary converter, may be obtained

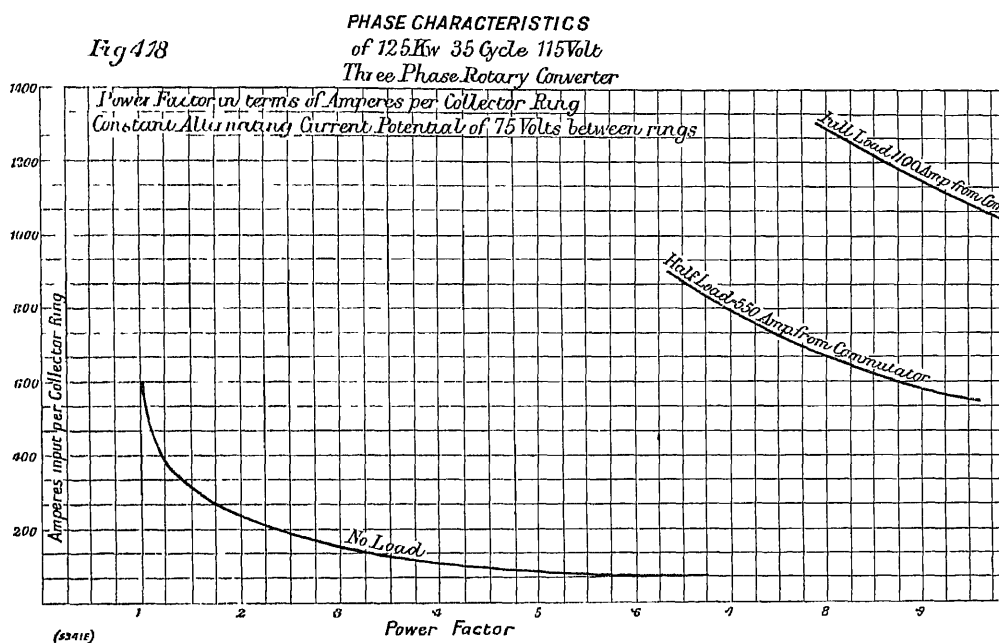
This brief description of the phase characteristic curves permits of now explaining, in a rough, practical way, what causes the current to lag or lead with varying field excitation, and also what controls and determines



the extent by which it shall lag or lead. Suppose a generator, say by hand regulation of the field excitation, is made to furnish 310 volts, under all conditions of load and phase, to the collector rings of a rotary converter (Assuming the rotary converter to be of very small capacity relatively to that of the generator these variations will not materially affect the generator voltage, which will remain approximately constant)

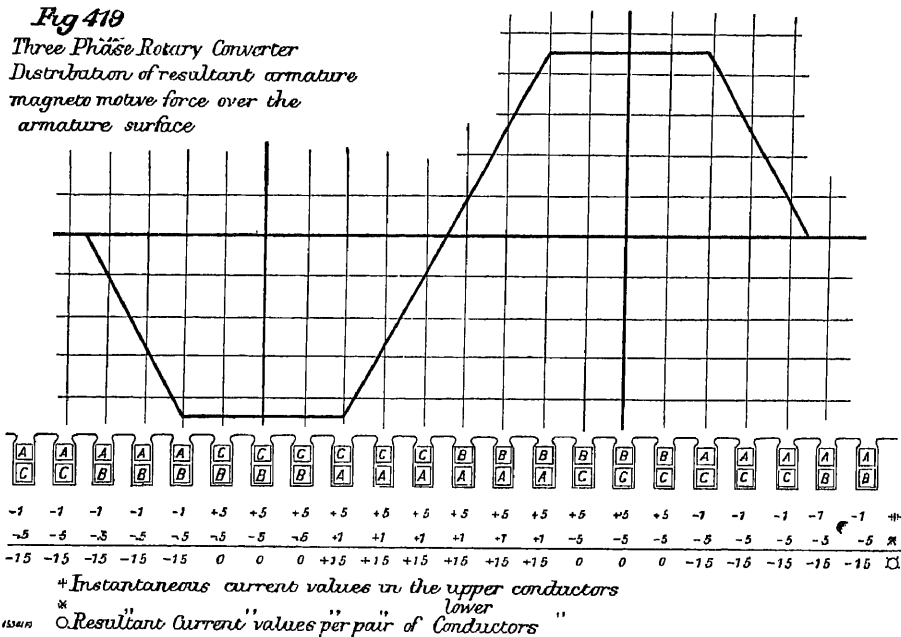
It has been shown that there will be substantially 500 volts at the commutator when there are 310 volts between collector rings. This is fairly independent of the field excitation. But figuring from the 310 volts

at the collector rings, or the 500 volts at the commutator, the result arrived at is that there is a magnetic flux  $M$  per pole-piece, linked with the armature winding turns. When the field excitation is such as to afford the requisite magnetomotive force for impelling this flux  $M$  against the reluctance of the magnetic circuit, there will be no current in the armature or, rather, only the small amount necessary to supply the power represented by the no-load losses. But if the field excitation is weakened, say, to one-half, then, since there is still the same terminal voltage, it follows that there must also be the same flux  $M$  impelled through the same magnet



circuit. The remaining part of the required magnetomotive force has therefore, to be sought for elsewhere. It is, in fact, furnished by a lagging armature current which then flows into the collector rings. This component does no work, hence it is 90 deg out of phase. The resultant current is composed of the energy component which overcomes the loss and this wattless current. Thus in the analysis on page 352 of the phase characteristic curve of Fig 400, it was found that reducing the field excitation from 6.4 amperes, (corresponding to unity power factor), to 3.2 amperes, increased the input from 80 amperes per collector ring to 1,000 amperes per ring. The magnetising component of this 1,000 amperes was  $\sqrt{1,000^2 - 80^2}$ , and hence scarcely differed for 1,000 amperes. The

are, therefore,  $\frac{1,000}{\sqrt{3}} = 580$  amperes per side of the "delta," or  $\frac{580}{6} = 97$  amperes per armature conductor. This, assuming a sine wave of incoming current, is  $97 \times \sqrt{2} = 138$  maximum amperes. A current of 6.4 amperes in the field corresponded to a magnetomotive force of 5,800 ampere-turns. This, with 3.2 amperes, was reduced to 2,900 ampere-turns, the remaining 2,900 ampere-turns per pole-piece being supplied by the lagging current in the armature winding. The 12-pole armature has 576 total turns, or 48 per

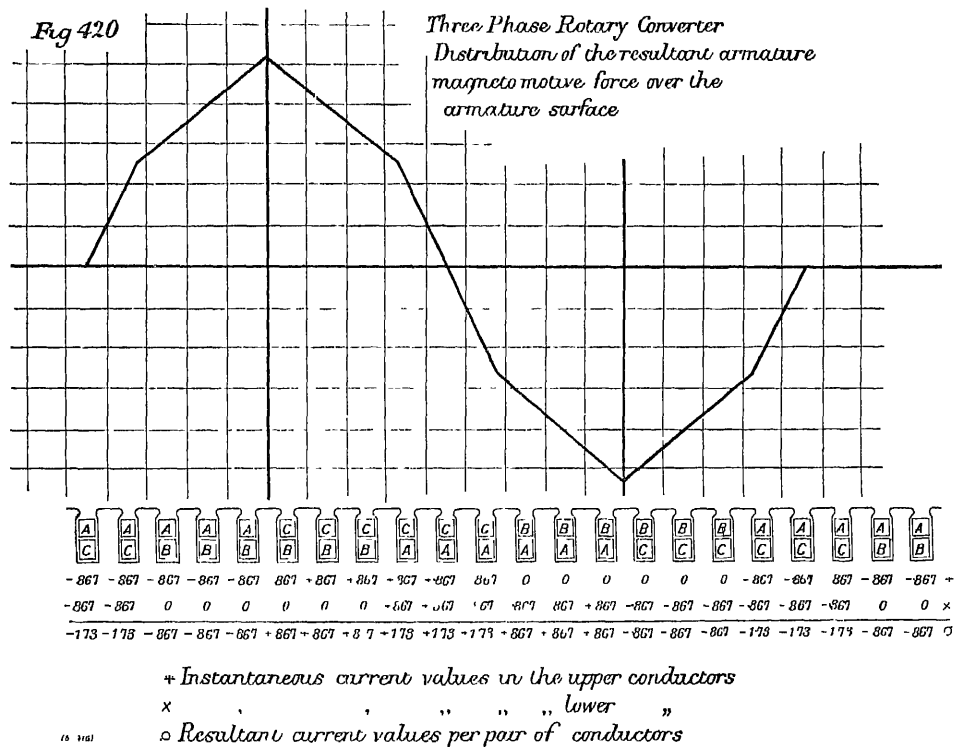


pole-piece, but these 48 turns per pole-piece belong to three different phases, hence there are 16 turns per pole-piece per phase. The maximum ampere-turns per phase are

$$16 \times 138 = 2,200 \text{ ampere turns}$$

In Figs 419 and 420 are shown, diagrammatically, the arrangement of the conductors of the different phases in the armature slots of a three-phase rotary, and directly above, the corresponding curve of magnetomotive force due to the currents in the armature conductors. Fig 419 represents the instant when these relative current values in the phases A, B, and C are, respectively, 1, 5, and 5. In Fig 420 these have become 867, 0, and 867. Hence it is in Fig 419, that one phase reaches the maximum value 1, and as there are six conductors per pole-piece per phase,

its maximum magnetomotive force may be represented by 6. But although, in Fig 419, the corresponding maximum value of the magnetomotive force of the three phases is 9, it becomes 10.4, one-twelfth of a cycle later, at the instant represented by Fig 420. Hence, in a three-phase rotary converter winding, the maximum magnetomotive force exerted by the armature conductors of all the phases is, per pole-piece,  $\frac{10.4}{6} = 1.73$  times as great as the maximum magnetomotive force per pole-piece per phase.



Now, for the case under consideration (the 900-kilowatt rotary), the value of 2,200 ampere-turns per pole-piece was found for the maximum magnetomotive force per phase. Therefore, the maximum resultant armature reaction for the three phases would be

$$1.73 \times 2,200 = 3,800 \text{ ampere-turns per pole-piece}$$

But it is only in opposition to the flux at the very centre of the pole-face that the armature magnetomotive force would exert this strength. Approaching both sides, it shades off towards zero, as may be seen from the

curves of magnetomotive force distribution of Figs 419 and 420, whereas the field spool against which it reacts, is linked with the entire pole-piece. In practice, these magnetomotive force curves would be smoothed out into something like sine curves. Hence we may take the average magnetomotive force exerted over the whole pole-face as about  $\frac{3800}{\sqrt{2}} = 2,700$  ampere-turns. This corresponds fairly well with the 2,900 ampere-turns by which the field excitation was reduced.

At first sight, it would appear that this checks well enough for all practical purposes, but an analysis of the curves of many other rotary converters resulted in almost always finding that 10 to 25 per cent less magnetomotive force on the armature, suffices to replace the field excitation, which leads to the conclusion that it is the location of this magnetomotive force in the armature conductors themselves which enables it, with from 10 to 25 per cent less magnitude, to replace the—in this respect—less effectively situated magnetomotive force in the field spools, the flux set up from which latter, suffers diminution, by magnetic leakage, on the way to the armature.

The difference between three-phase and six-phase windings, as regards the manner of distribution of the conductors of the different phases over the armature surface, has already been pointed out on page 303, and is illustrated diagrammatically in Fig 379. Bearing in mind the difference there explained, it should be further noted that the so-called six-phase winding gives a distribution of its armature magnetomotive force in accordance with the diagrams for the magnetomotive force in induction motors, which were shown and explained on pages 137 to 140. It is there shown that the three phases of such a winding, exert a resultant magnetomotive force, whose maximum value is equal to two times the maximum value of the magnetomotive force per phase. But by Figs 419 and 420, on pages 358 and 359 *ante*, it has been shown that in the winding of the ordinary three-phase rotary converter (when the windings of the different phases overlap), this maximum value is only 1.73 times the magnetomotive force per phase. A six-phaser will, therefore, give equally effective response to field variations, with but  $\frac{1.73}{2.00}$ , or 87 per cent as great an incoming current, as will a three-phase rotary converter. This is a distinct advantage, even for the shunt-wound and for the compound-wound rotary, but it is still more important in the case of the

series rotary, and for the rotary without field excitation (which will shortly be discussed), since the chief objections to these latter types relate to the large incoming current due to absence of control of field excitation, except by means of armature reactions

The choice of as many turns per pole-piece on the armature, as good constants, in other respects, will permit, is, of course, conducive in all types of rotaries to the best result, from the standpoint of securing the required magnetomotive force from the armature with as little idle current as possible

By similar methods the magnetomotive force relations may be analysed from the phase characteristics with load. Under these conditions, *i.e.*, with current delivered from the commutator, there are further considerations. The demagnetising influence of the commutated current may be neglected, as the brushes remain at the neutral point, and even the *distorting* influence upon the magnetic distribution may be considered to be substantially offset by the overlapping *energy* component of the incoming alternating current. The main difference appearing in the analysis of the phase characteristic with load, is that the energy component, except with great weakening or strengthening of the normal field, will be a very appreciable component of the total resultant incoming alternating current. Thus, in Fig 416 (page 355 *ante*), the upper curve represents the phase characteristic with full load output of 1100 amperes at 115 volts from the commutator. At normal field of 2750 ampere-turns, the amperes input per collector ring are 1030. Reducing the field excitation to zero, increases this incoming current to 1290 amperes. The output is 125,000 watts.

The internal losses under these conditions of full-load output and zero field excitation, are approximately as follow

	Watts
Total armature C <sup>2</sup> R loss	5,000
Bearing and all brush friction	2,700
Core loss	2,700
Brush C <sup>2</sup> R losses	3,500
	<hr/>
Total internal loss	13,900
Watts output	125,000
	<hr/>
Total watts input	138,900
Total watts input per phase	46,300
	3 A